Z1.1:965

PANAMA CANAL COMPANY

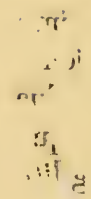
CANAL ZONE GOVERNMENT

ANNUAL REPORT

•

FISCAL YEAR ENDED JUNE 30, 1965

Digitized by the Internet Archive
in 2009 with funding from
University of Florida, George A. Smathers Libraries



http://www.archive.org/details/annualreportpana1965pana

PANAMA CANAL COMPANY

Balboa Heights, C.Z.

OFFICE OF THE PRESIDENT

December 29, 1965.

To The Stockholder of the Panama Canal Company:

The story of the Panama Canal throughout the fiscal year ending June 30, 1965, again demonstrates the importance of this vital waterway to the industrial growth of the United States and other nations of the world. A record volume of 78,899,012 long tons of cargo flowed through the Canal during the year.

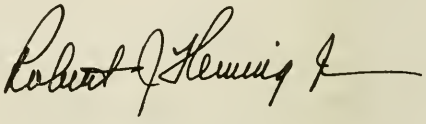
Since World War II extensive studies have been made of the capacity of the Canal to meet the future requirements of world commerce. On April 18, 1965, President Johnson appointed a Commission, known as the "Atlantic-Pacific Interoceanic Canal Study Commission," to make a full and complete investigation to determine the feasibility of, and the most suitable site for, the construction of a sea level canal connecting the Atlantic and Pacific Oceans. The Commission is to complete its studies by June 30, 1968.

During the year, the Board deferred action on a number of major improvement projects pending completion of the Commission's studies. However, the Board is continuing a careful evaluation of the need for improvement projects that may be required to provide adequate service throughout the remaining life of the Canal. Such projects include completion

11351—1

of the widening of Gaillard Cut to a minimum width of 500 feet, provision of greater channel depth, assurance of sufficient storage capacity for water required for operation of the locks as traffic increases, and provision of increased amounts of electric power required by the Panama Canal Company and Canal Zone Government.

The Board of Directors has also initiated investigation of the feasibility of securing certain supporting services from private sources instead of making further investment of Company funds in capital plant to provide such services.



ROBERT J. FLEMING, JR.,
President.

CONTENTS

PANAMA CANAL COMPANY

	Page
INTRODUCTION	
Organization Chart	Faces page 1
The Canal—A Brief Description	1
Organization	1
Tolls Rates	2
Board of Directors and General Officers	3
Comparative Tabulation of Highlights of Operations	4
Summary: Panama Canal Company Operations	5
Canal Traffic and Cargo Movements	5
Financial Review	5
CHAPTER I—REVIEW OF CANAL TRAFFIC	
Oceangoing Traffic	7
Other Traffic	8
Principal Trade Routes—Commercial Traffic	8
Nationality of Vessels	12
Cargo Statistics—Commercial Traffic	13
Transit Averages	13
Data in Statistical Chapter	13
CHAPTER II—THE WATERWAY	
Transit Operations	15
Locks Operation	17
Canal Improvement Program	17
Water Supply	18
Maintenance of Canal Channel	19
Orientation and Excursion Service	19
CHAPTER III—SUPPORTING OPERATIONS	
Employee Services	21
Supply and Community Service Bureau	21
Supply Division	21
Procurement Division	23
Community Services Division	23
Transportation and Utility Services	23
Railroad Operations	23
Motor Transportation	24

	Page
Water Transportation Operations	24
Electrical Power System	25
Seismology	25
Communications System	26
Water System	26
Vessel Repairs	26
Harbor Terminals Operation	27
Printing Plant	28
PRINCIPAL ENGINEERING AND CONSTRUCTION PROJECTS	28
Canal Widening at Las Cascadas-Bas Obispo Reaches	28
Proposed Trinidad Dam	28
New Locks Towing Locomotives and Cranes	29
Construction, Alterations and Additions to Gorgas Hospital	29
Locks Engineering	29
Expansion of Electrical Power System	30
Additional Water Mains to Panama	30
Operations and Capital Construction by Contract	30
Other Projects	31
CHAPTER IV—ADMINISTRATION	
PERSONNEL ADMINISTRATION	33
MAJOR ORGANIZATIONAL CHANGES	34
MAJOR PERSONNEL CHANGES	34
FORCE EMPLOYED AND RATES OF PAY	35
FULL-TIME EMPLOYEES PAID AT U.S. WAGE BASE	36
Turnover in Full-Time U.S. Citizen Isthmian Force	36
Turnover in Full-Time Non-U.S. Citizen Isthmian Force	36
Recruitment	36
Pay Adjustments	37
Cash Relief for Disabled Employees	37
INCENTIVE AWARDS	38
SAFETY PROGRAM	38
CHAPTER V—FINANCIAL REPORT AND STATISTICAL DATA	
Financial Statements and Related Supplementary Reports	
NARRATIVE STATEMENT	41
Equity of the U.S. Government	41
Capital Expenditures	41
Automatic Data Processing	42
Financial Tables	
TABLE 1.—Comparative Statement of Financial Condition	42
Notes pertaining to financial statements	42
TABLE 2.—Comparative Statement of Revenue and Expenses	45
TABLE 3.—Statement of Changes in Equity of the U.S. Government	46

	Page
TABLE 4.—Statement of Source and Application of Funds	47
TABLE 5.—Statement of Revenue and Operating Expenses	47
TABLE 6.—Transit Operations—Statement of Revenue and Operating Expenses	48
TABLE 7.—Supporting Services—Statement of Revenue and Operating Expenses	49
TABLE 8.—Administrative and Other General Expenses	50
TABLE 9.—Inventories	51
TABLE 10.—Comparative Statement of Fixed Assets	52

Shipping Statistics

TABLE 11.—Ocean Traffic Through Panama Canal, Fiscal Years 1955-1965	54
TABLE 12.—Traffic by Months, Fiscal Years 1965 and 1964	54
TABLE 13.—Canal Traffic by Nationality of Vessel	55
TABLE 14.—Classification of Canal Traffic by Type of Vessel	56
TABLE 15.—Laden and Ballast Traffic by Nationality of Vessel	58
TABLE 16.—Frequency of Transits of Vessels Through Panama Canal	60
TABLE 17.—Segregation of Transits by Registered Gross Tonnage	62
TABLE 18.—Principal Commodities Shipped Through Canal	63
TABLE 19.—Origin and Destination of Cargo Through the Panama Canal From Atlantic to Pacific Segregated by Countries in Principal Trade Areas	65
TABLE 20.—Origin and Destination of Cargo Through the Panama Canal From Pacific to Atlantic Segregated by Countries in Principal Trade Areas	68
TABLE 21.—Cargo Shipments by Trade Routes—Atlantic to Pacific	72
TABLE 22.—Cargo Shipments by Trade Routes—Pacific to Atlantic	75
TABLE 23.—Important Commodity Shipments Over Principal Trade Routes, Atlantic to Pacific	79
TABLE 24.—Important Commodity Shipments Over Principal Trade Routes, Pacific to Atlantic	93
TABLE 25.—Small Vessels Transiting Canal	105

Other Statistics

TABLE 26.—Water Supply and Usage	106
TABLE 27.—Dredging Operations	106
TABLE 28.—Electric Power Generated	107
TABLE 29.—Number of Full-time Employees Paid at U.S. Citizen Rates	107
TABLE 30.—Number of Full-time Employees Paid at Non-U.S. Citizen Rates	108

CANAL ZONE GOVERNMENT

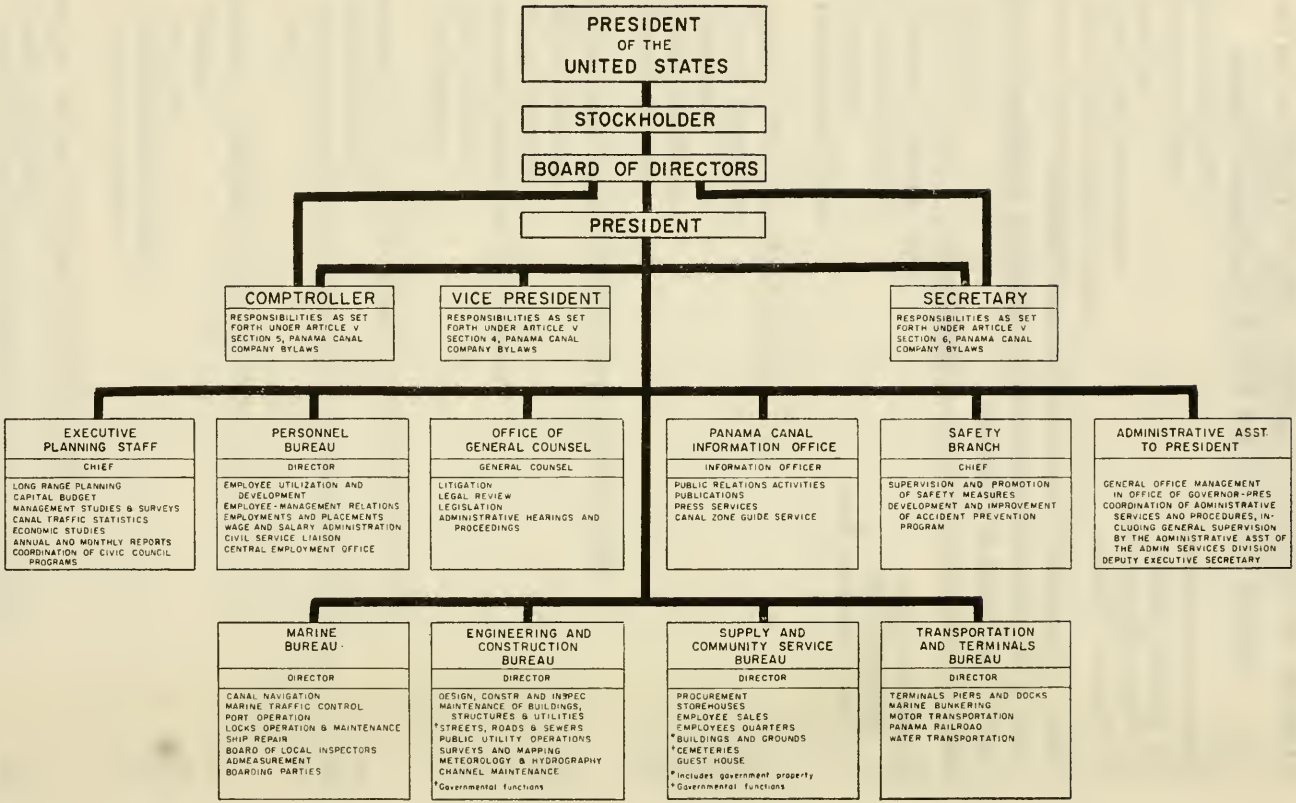
	Page
LETTER OF TRANSMITTAL	111
ORGANIZATION CHART	112
INTRODUCTION	113
Canal Zone Government	113
Major Organizational Changes	113
Major Personnel Changes	113
CHAPTER I—PUBLIC HEALTH	
Sanitation	115
Preventive Medicine and Quarantine	116
Division of Mental Health	116
Veterinary Activities	117
Quarantine	117
Hospitals and Clinics	117
CHAPTER II—PUBLIC EDUCATION	
General Description	121
Enrollment	122
Special Education	122
Library-Museum	123
CHAPTER III—PUBLIC ORDER AND PROTECTION	
Police Activities	125
Court Activities	126
Advisory Pardon and Parole Board	126
Fire Protection	127
Civil Defense	127
CHAPTER IV—POSTS, CUSTOMS, AND IMMIGRATION	
Postal Service	129
Customs, Immigration, and Shipping Commissioner Services	130
Visas	131
CHAPTER V—LICENSES, INSURANCE, AND ESTATES	
Licenses	133
Insurance	134
Administration of Estates	134
Foreign Corporations	134
CHAPTER VI—MUNICIPAL IMPROVEMENTS	
Roads and Streets	135
Maintenance of Quarters, Hospitals, and Public Buildings	135
Sewer System	136

CHAPTER VII—FINANCIAL REPORT AND STATISTICAL DATA

Financial Statements and Related Supplementary Reports

	Page
Narrative Statement	137
Invested Capital	138
Capital Expenditures	139
Financial Results	139
Table 1.—Comparative Statement of Financial Condition	138
Table 2.—Statement of Changes in Equity of the U.S. Government	140
Table 3.—Statement of Operations	141
Table 4.—Comparative Statement of Fixed Assets	142
Statistical Data	143
Personnel Data	143
Area of the Canal Zone	144

PANAMA CANAL COMPANY



INTRODUCTION

THE CANAL

The Panama Canal is a lock canal that connects the Atlantic and the Pacific Oceans through the Isthmus of Panama, traversing a distance of approximately 51 miles from deep water to deep water. In the dredged channel, the Canal has a minimum width of 300 feet and a normal depth of 42 feet. The greatest part of the Canal channel is at the level of Gatun Lake, the surface of which fluctuates from a high of 87 feet above sea level in the rainy season to a low of 82 feet above sea level in the dry season. Variation in the level of Gatun Lake necessitates adjustment of allowable ship draft from a maximum of 39 feet to a minimum of 34 feet. In transiting the Canal a ship is raised in three steps from sea level to the level of Gatun Lake, and subsequently lowered in three steps to sea level at the other side of the Isthmus. The six steps or flights of locks are in duplicate, to enable simultaneous lockage of two ships transiting in the same direction or of ships passing in opposite directions.

The past fiscal year marked the completion of 51 years of successful operation of the Canal. The Canal was opened on August 15, 1914, and has served world commerce without major interruption since fiscal year 1916, when the last Canal-closing slide occurred in Gaillard Cut at the Continental Divide. A total of 359,811 vessels of all types have made the Canal transit, of which 283,921 were oceangoing commercial vessels plying the various routes of world trade. In addition, the Canal has been of incalculable service to the United States and her allies in time of war.

ORGANIZATION

The Panama Canal Company Act, which created the Panama Canal Company and defined its basic purposes, organization, rights, powers, and obligations, was enacted June 29, 1948 (62 Stat. 1076), as amended by the act of September 26, 1950 (64 Stat. 1041). This act became effective on July 1, 1951, pursuant to the provisions of Executive Order 10263 of June 29, 1951. The charter of the corporation was reenacted with only minor modifications as part of the act revising the Canal Zone Code, approved October 18, 1962 (76A Stat. 1). The charter now appears in two Canal Zone Code sections, 61–75 and 121–123.

In its capacity as owner of the Company, the U.S. Government is represented by the Secretary of the Army, referred to as "Stockholder," in his individual capacity as the personal representative of the President of the United States for such purpose. The Company operates under the management of a Board of Directors appointed by the Stockholder. The Company is charged with the maintenance and operation of the Panama Canal and the conduct of the business-type operations incident to such maintenance and incident to the civil government of the Canal Zone.

11351—2

The Company and the Canal Zone Government, the independent agency of the United States charged with the civil government of the Canal Zone, are closely interrelated in mission, organization, and operations. The combined function of these agencies is the administration of the Panama Canal enterprise as a whole. The Governor of the Canal Zone, who is appointed by the President of the United States and who is charged with the administration of the Canal Zone Government, under the supervision of the Secretary of the Army, is *ex officio* a director and President of the Company.

The Panama Canal Company is expected (*a*) to recover all costs of operation and maintenance of its facilities, including depreciation; (*b*) to pay interest to the Treasury on the net direct investment of the Government in the Company, and (*c*) to reimburse the Treasury for (1) the annuity payments to the Republic of Panama under the convention of 1903 as modified by the treaty of 1936 between the two governments, and (2) the net costs of operation of the Canal Zone Government, including depreciation on fixed assets. The interest rate for the fiscal year 1965 as set by the Secretary of the Treasury was 3.457 percent. The Board of Directors is required to appraise, at least annually, the Company's working capital requirements, together with reasonable foreseeable requirements for authorized plant replacements and expansion, and to pay into the Treasury as a repayment of capital the amount of any funds in excess of such requirements. All funds other than working balances are carried with the U.S. Treasury.

The activities of the Company are classified under two major headings; namely: (*a*) Transit Operations and (*b*) Supporting Services. Category (*a*) embraces those functions directly related to the waterway and the transiting of ships and to services to shipping, including maintenance of the Canal channel, maintenance and operation of the locks, and maintenance of a bridge across the Canal at Balboa. The supporting services include vessel repairs, harbor terminal operations, a railroad across the Isthmus, a supply ship operating between New Orleans and the Canal Zone, motor transportation facilities, storehouses, an electric power system, communication system, a water system, and service activities that are essential to employees' needs including the operation of quarters, retail stores, and restaurants.

TOLLS RATES

The rates of Canal tolls remained unchanged during the year. These rates are as follows:

(*a*) On merchant vessels, Army and Navy transports, tankers, hospital ships, supply ships, and yachts when carrying passengers or cargo: 90 cents per net vessel-ton of 100 cubic feet of actual earning capacity; that is, the net tonnage determined in accordance with the "Rules for the Measurement of Vessels for the Panama Canal";

(*b*) On such vessels in ballast, without passengers or cargo: 72 cents per net vessel-ton;

(*c*) On other floating craft: 50 cents per ton of displacement.

Tolls charges for the Canal are at the same level as were imposed on March 1, 1938. They are lower than those charged from the beginning of Canal operations to 1938.

BOARD OF DIRECTORS AND GENERAL OFFICERS OF THE PANAMA CANAL COMPANY AS OF JUNE 30, 1965

Board of Directors

Hon. Stephen Ailes, *Stockholder*
Washington, D.C.
Secretary of the Army.

Hon. Stanley R. Resor, *Chairman of the Board*
Washington, D.C.
Under Secretary of the Army.

Robert J. Fleming, Jr., *President*
Balboa Heights, C.Z.
Governor of the Canal Zone; Major General, U.S. Army.

Cornelius G. Dutcher
Phoenix, Ariz.
Investor and Civic Leader.

Hon. Jack H. Vaughn
Washington, D.C.
Assistant Secretary of State for Inter-American Affairs.

Hon. J. Kenneth Mansfield
Washington, D.C.
Inspector General, Foreign Assistance, Department of State.

James A. Williams
Boston, Mass.
Vice President, Public Affairs, New England Telephone & Telegraph Co.

C. Robert Mitchell
Kansas City, Mo.
President, First Federal Savings & Loan Association, Kansas City.

Dr. Charles J. Zinn
Washington, D.C.
Law Revision Counsel, U.S. House of Representatives.

Walter J. Pearson
Portland, Oreg.
President, Pearson Insurance Co., Portland, Oreg.

Howard C. Petersen
Radnor, Pa.
President, Fidelity-Philadelphia Trust Co.

General Officers

Hon. Stanley R. Resor, *Chairman of the Board*
Maj. Gen. Robert J. Fleming, Jr., USA, *President*
Col. H. R. Parfitt, USA, *Vice President*
Philip L. Steers, Jr., *Comptroller*
W. M. Whitman, *Secretary*

COMPARATIVE TABULATION OF HIGHLIGHTS OF OPERATIONS

	Fiscal year	
	1965	*1964*
Number of oceangoing transits:		
Commercial	11,834	11,808
U.S. Government	284	285
Free	85	91
Total	12,203	12,184
Tolls earnings (including small vessels):		
Commercial	$65,502,769	$61,146,998
U.S. Government	1,651,890	1,399,393
Total	$67,154,659	$62,546,391
Total cargo transiting (long tons)	78,922,931	72,168,690
Lockages:		
Gatun	10,999	10,918
Pedro Miguel	11,925	11,347
Miraflores	11,360	10,841
Terminals operations (tons of cargo handled, transferred, and stevedored at piers)	2,389,373	2,394,453
Oil handling (number of barrels pumped)	36,792,557	35,512,392
Maintenance of channel (cubic yards dredged)	3,144,200	4,778,800
Number of full-time Company employees (as of June 30):		
U.S. citizen	2,461	2,537
Non-U.S. citizen	8,979	8,917
Total Company employees	11,440	11,454

SUMMARY

PANAMA CANAL COMPANY OPERATIONS

Canal traffic and cargo movements.—During fiscal year 1965, Panama Canal tonnage climbed to its highest figure in the history of the Canal, topping the previous high record, 72,168,690, attained in 1964 by slightly over 6.5 million long tons. The volume of cargo transiting the Canal in 1965 amounted to 78,922,931 long tons which is an increase of 6,754,241 tons, or 9.4 percent, over last year's volume. Along with this increased cargo movement, oceangoing transits and tolls also experienced a modest rise.

Oceangoing transits (including free transits) at 12,203 were only 19 above last year, but tolls income amounting to $67,154,659 was $4,608,268 above the income for fiscal year 1964. The volume of cargo per net ton on tolls-paying vessels, or the load factor, was 1.02 tons for the year. During March, Canal transits established a new high of 1,119 oceangoing transits for a daily average of 36.1 ships.

Financial review.—Net revenues for 1965 totaled $1.5 million after charges for interest costs totaling $11.4 million and the net cost of operations of the Canal Zone Government totaling $18.4 million. The corresponding net revenue for the previous year was $2.2 million.

Operations during the course of the fiscal year reflect the absorption of wage increases and related costs in excess of $4 million.

Tolls revenue of $67.2 million and transits of 12,118 tolls-paying ships over 300 Panama Canal net tons set new all-time records. The corresponding tolls revenue and vessel transits for fiscal year 1964 were $62.5 million and 12,093 ships, respectively.

Capital expenditures amounted to $10.6 million for the year. Improvements to waterway facilities exceeded $4.2 million. The principal expenditure was for the replacement of towing locomotives and cranes in the amount of $2.6 million. For supporting services operations the largest expenditure was for a steam turbine-generator for the electric power system amounting to $2.4 million.

A major change in accounting technique was inaugurated on April 1, 1965, with the installation of a computer. The first phase, now on the computer, is that of inventory control. Systems studies and programming are in process to expand the use of the computer for payroll and personnel procedures.

Chapter I

REVIEW OF CANAL TRAFFIC

OCEANGOING TRAFFIC [1]

During this past fiscal year the increasing growth in Panama Canal traffic continued for the 13th year. Fiscal year 1965 established the highest year of traffic since the Canal began operation. A grand total of 12,203 oceangoing vessels transited the waterway, 284 of which were U.S. Government owned or controlled vessels and 85 of which were free transits.

A total of 11,834 commercial ships transited, averaging 32.4 per day, and for the fourth consecutive year exceeded the 11,000 mark. The Panama Canal Company received $65,442,633 in tolls from commercial ships flying the flags of 45 nations. Traffic of this type, amounting to 97 percent, constitutes the bulk of the Company's workload.

Accompanying this rise in number of transits for the year in the oceangoing commercial vessels was an 8.5-percent increase in cargo tonnage. The 76,573,071 long tons of commercial cargo that passed through the Canal during fiscal year 1965 represent an average of 210,282 long tons per day. The total tonnage was 6 million tons above last year's record and 9 million tons above the previous record set in 1962. Of the 76.6 million tons of cargo, 5.8 million moved in the U.S. intercoastal trade, 24.4 million tons were U.S. exports, and 19.4 million tons were imports of the United States for a total of 49.6 million tons moving to or from the United States. This represents 64.8 percent of the total cargo flow.

With the exception of U.S. intercoastal trade and that of Europe-west coast United States/Canada, cargo movements to and from all the major geographical areas of the world increased in 1965. The most significant change occurred in the flow of cargo to and from the Far East. Other important increases are shown in trade between the United States and South America. This year cargo movements to and from the Far East increased 1,815,000 tons and movements to and from South American ports rose by 4,555,000 tons.

[1] Vessels of 300 net tons and over (Panama Canal measurement) for vessels rated on net tonnage, or of 500 displacement tons and over for vessels rated on displacement tonnage (naval vessels, dredges, etc.).

A tabulation of the four principal features of oceangoing traffic for the past 3 years is shown below:

	Fiscal year		
	1965	1964	1963
Number of oceangoing transits	12,200	12,184	11,408
Net tonnage (Panama Canal measurement)	77,207,090	71,793,761	66,744,515
Cargo (long tons of 2,240 lbs.)	78,878,276	72,149,451	63,867,919
Total tolls and tolls credits	$67,090,286	$62,493,860	$57,828,354

OTHER TRAFFIC

In addition to the oceangoing vessels, 687 tolls-paying small craft of less than 300 net tons, Panama Canal measurement (or under 500 displacement tons on vessels assessed on displacement tonnage), transited the Canal during fiscal year 1965. Transits of small vessels have but slight effect on workloads and tolls revenue volume, and are generally excluded from analysis of Canal operations. Also excluded from the preceding table are statistics on 22 small vessels, exempted from tolls, of the Government of the Republic of Panama, war vessels of the Republic of Colombia, and 9 vessels transiting the Canal solely for repairs at the Panama Canal shops. Further details on this traffic will be found in table 25, chapter V, page 105.

PRINCIPAL TRADE ROUTES—COMMERCIAL TRAFFIC

The following table shows the eight major Panama Canal trade routes ranked according to the net vessel tonnage (Panama Canal measurement) moving over them. The cargo tonnage moving over these routes is also shown with comparable 1964 statistics and the percentage change.

The net tonnage is the calculated cargo capacity of the various ships whereas the cargo tonnage is the actual weight of the cargo transported in long tons.

Total net vessel tonnage moving through the Canal increased 7.3 percent over the previous year. Vessel tonnages moving over the eight main trade routes increased by 4 percent and the tonnage transported over all the other routes increased by 17.1 percent.

All eight main routes maintained their status in the lineup of principal trade routes served by the Panama Canal. Seven of the routes shown reveal increases in net ship tonnage. Only two of the eight experienced decreases in cargo tonnage shipped, neither of which is significant.

The most significant change in volume occurred in the top-ranking east coast United States-Asia route with a vessel tonnage increase of 895,000 measurement tons, or a 5.5-percent gain. The largest percentage increase took place in the seventh ranking route, the east coast South America to west coast United States movement. The route increased 30.6 percent, an increase of 609,000 net tons moving between the two countries. Retaining its eighth position in importance among the routes, the east coast United States to west coast Central America/Mexico trade reflects the second highest percentage gain in net tonnage.

Trade route	Fiscal year (in thousands of tons) 1965 Panama Canal net tons	1965 Long tons cargo	1964 Panama Canal net tons	1964 Long tons cargo	Percent increase or (decrease) Panama Canal net tons	Percent increase or (decrease) Long tons cargo
East coast United States-Asia	17,234	22,540	16,339	21,354	5.5	5.6
East coast United States-west coast South America	9,541	7,824	9,960	7,031	(4.2)	11.3
Europe-west coast South America	7,751	7,153	7,500	7,073	3.3	1.1
Europe-west coast United States/Canada	6,779	6,882	6,620	7,044	2.4	(2.3)
U.S. intercoastal (including Alaska and Hawaii)	4,920	5,823	4,566	6,088	7.8	(4.4)
Europe-Oceania	3,233	2,378	3,148	2,158	2.7	10.2
East coast South America-west coast United States	2,598	2,838	1,989	2,355	30.6	20.5
East coast United States-west coast Central America/Mexico	1,998	945	1,848	825	8.1	14.5
Subtotal	54,054	56,383	51,970	53,928	4.0	4.6
All other routes	20,681	20,190	17,663	16,622	17.1	21.2
Total	74,735	76,573	69,633	70,550	7.3	8.5

The only decline occurring in net vessel tonnage is shown in the east coast United States to west coast South America route which experienced a drop of 419,000 measurement tons, representing a decline of 4.2 percent. The east coast South America to west coast United States, retaining its seventh position in importance among the routes, shows the highest percentage gain in net tonnage. Two other substantial gains in net tonnage are shown in the fifth and eighth ranking routes, but the fifth route, U.S. intercoastal trade, took a drop of 4.4 percent in cargo tonnage.

The total volume of cargo moving through the Canal increased by 8.5 percent, or 6,023,000 long tons. The highest single route increase in volume of cargo tonnage, 20.5 percent, occurred in the east coast South America to west coast United States. The gain falls just short of that experienced by the "all other routes."

A brief description of shipping engaged in these trade routes is given in the following paragraphs:

East coast United States-Asia.—Although retaining the position of first place in importance among the various routes served by the Canal the route this year dropped back to more normal gains in both Panama Canal net tonnage and volume of cargo moved. From the phenomenal increase of 27 percent last year the gain in long tons of cargo transiting eased off to 5.6 percent, or 1.2 million tons as compared with a gain of 4.5 million in 1964.

The flow of cargo to and from the Great Lakes area increased substantially with a gain of 251,000 long tons, contributed almost entirely by the Asian to United States movement.

Total exports from the east coast United States to Asia rose to 17,611,837 long tons, 190,000 tons under 1964 exports, while Far East exports to the United States increased to 4,928,259 tons for a gain of 1,186,491 tons, or 5.6 percent over the tonnage moving in fiscal year 1964.

The three most important increasing commodities moving in this trade from the United States to Asia were coal and coke, phosphates, and soybeans. Other commodities contributing substantial volumes were sorghum with 208,000 tons, and rice with an increase of 112,000 tons over the 1964 totals. Exports of scrap metal declined some 850,000 tons during 1965. In the eastbound movement, shipments of iron and steel products to the United States accounted

for 74.8 percent of the increased tonnage while sugar shipments rose by some 126,000 long tons. Textiles and lumber shipments rose moderately.

East coast United States to west coast South America.—Although suffering a modest decline in volume of shipping, this route retained its second place position in importance. However, the volume of cargo increased by slightly more than 11 percent.

Cargo tonnage moving over this route consists principally of the flow of raw materials from South America to the United States. This year ores and metals moving from South America over the route amounted to 4,196,000 long tons for a gain of 869,000 tons over fiscal year 1964. Iron ore alone contributed 781,000 tons of this gain, or 89.5 percent of the total increase over 1964. Sugar exports to the United States increased some 101,000 long tons.

The westbound volume of cargo increased only slightly in comparison with the eastbound movement, contributing a total of 1,655,000 long tons moving in this direction.

Europe to west coast South America.—Retaining its position as third-ranking route of the year, the area experienced a very slight rise in net tonnage and cargo movements. Trade this year contributed a total of 7,751,000 net vessel tons of shipping to Panama Canal traffic in comparison with 7,500,000 net tons in fiscal year 1964, a 3.3-percent rise in volume.

Raw materials, as in previous years, Atlantic-bound for European ports contributed the principal cargo moving in this direction. During this fiscal year 84.4 percent of the cargo moved from Pacific to Atlantic.

The flow of cargo from the west coast of South America to Europe increased by 89,000 long tons, whereas the commodity flow from Europe declined by 9,000 tons.

Movements of bananas, fishmeal, and fish oil registered the most significant advances, increasing some 434,000 tons in total, with fishmeal alone contributing 289,000 tons of the increase. These increases were offset to a considerable extent by decreases in the movement of iron ore, coffee, and sugar in the commodity flow from South America to Europe.

Europe to west coast United States/Canada.—Recording a modest increase in the volume of shipping employed this fiscal year, this fourth-ranking route in importance to the Canal experienced a decline of 2.3 percent in the volume of cargo transported.

The significant rises in exports of oilseeds, lumber, sulfur, and petroleum products of some 661,000 long tons to European ports was more than offset by declining volumes amounting to 874,000 tons in wheat, barley, coke, and metals.

The principal decrease recorded moving from Europe to the west coast area was a decline of 22.5 percent in iron and steel manufactures in comparison with the fiscal year 1964 figure of 262,000 long tons. Nominal increased shipments from Europe to the area occurred in automobiles and paper and paper products.

U.S. intercoastal (including Alaska and Hawaii).—In terms of percentage, the third highest increase in net vessel tonnage over a single route through

the Canal this year was registered in this fifth-ranking route. The trade contributed 4,920,000 net vessel tons of shipping to Panama Canal traffic this year in comparison with 4,566,000 net tons recorded in 1964, a 7.8-percent rise in volume. On the other hand, after a significant rise of 24 percent registered in cargo volume transiting in 1964 over the 1963 tonnage, the cargo tonnage declined 4.4 percent, or a total of 265,000 long tons, under 1964.

Although recording a net gain of some 931,000 long tons in cargo flow in the westbound movement, 702,000 of which was increased tonnage of petroleum products, a total decline of 1,178,000 tons occurred in the eastbound volume. This is a decrease of 30.8 percent under the volume of 3,820,000 long tons transiting in this direction in 1964.

Sugar, the leading export from Hawaii to the east coast of the United States, decreased only slightly, 19,000 tons, under the 1964 figure. Canned food products, also a leading commodity, declined some 52,000 long tons in comparison with fiscal year 1964 when 260,000 tons were shipped.

The principal decrease suffered in the west coast to east coast movement was due to decrease shipments of petroleum products which were down 1,158,000 long tons from the 1964 volume, a decline of 59.7 percent.

Europe to Oceania.—Ranking sixth in importance in trade via the Panama Canal since 1955, the route showed a modest increase of 2.7 percent in net vessel tonnage employed during 1965, and recorded a substantial increase of 10.2 percent in cargo transported between the areas.

In this trade the bulk of the commodities flow principally between New Zealand and Great Britain. This year, of the 2,378,000 long tons of cargo moving over the route, 1,268,000 tons, or 53.3 percent, was trade between the two countries.

Principal commodities contributing to the slight gain in the westbound movement were iron and steel products and machinery with shipments of iron and steel increasing 25.4 percent. In the eastbound flow substantial gains were recorded in dairy and meat products, up 113,000 long tons. Fuel oil and sugar exports also increased by 39.9 and 23.3 percent, respectively.

East coast South America to west coast United States.—This route retained its position in seventh place and experienced the highest increases in Panama Canal net vessel tonnage and cargo tonnage of any of the major routes. Net vessel tonnage was up 30.6 percent and cargo tons rose 20.5 percent. In comparison with fiscal year 1964, a gain of some 609,000 net vessel tons and 483,000 long tons in cargo was contributed by the route.

The movement of cargo over this route consists almost entirely of a flow of petroleum and products from Venezuela to the west coast of the United States. Of the combined 2,838,000 long tons of cargo passing over the route this year, 2,610,000 tons were petroleum and products bound for the west coast of the United States. This is a percentage gain of 26.8 over last year's commodity or some 551,000 long tons in the trade. United States to South America shipments declined slightly from the preceding year.

East coast United States-west coast Central America/Mexico.—This route retained its eighth-place position among the major routes served by the Canal, and recorded the second highest percentage increases in volume of net

tonnage and cargo tonnage for fiscal year 1965. Net vessel tonnage volume rose by 8.1 percent while cargo tonnage increased 14.5 percent over last year's volume.

The bulk of the cargo moving in this trade is bananas, chiefly from Costa Rica and Panama to the eastern ports of the United States. Banana shipments this fiscal year rose some 70,000 long tons, while shipments of sugar rose sharply and contributed an additional 77,000 tons over the volume shipped in 1964. These two commodities accounted for 77.2 percent of the total cargo moving in this direction. Moderately increased shipments of phosphate and paper and paper products occurred in the Atlantic to Pacific movement.

NATIONALITY OF VESSELS

Forty-five nationalities were represented in the oceangoing commercial traffic passing through the Canal during fiscal year 1965, the same number as in the previous year.

Transits of U.S. registry, numbering 1,678 with an aggregate net vessel tonnage, Panama Canal measurement, of 12,197,141 tons, ranked first among the nations using the Canal. For the fifth consecutive year ships flying the Norwegian flag attained second place in importance among the various nations using the waterway. British ships, for the sixth year, ranked in third place. Germany remained in fourth place. Following these 4 top nations in order of importance based on number of transits were Liberian, Japanese, Netherland, Greek, Panamanian, and Swedish vessels to round out the 10 nations who accounted for 81.7 percent of the commercial transits.

The 3,303 different commercial vessels made 11,834 transits for an average of 3.58 transits per vessel, varying from 1 to 165 transits per ship. This year the Honduran tanker *Gulfoba* transited the Canal 165 times, 41 transits more than were made last year, and an all-time high record for a single vessel in a fiscal year. The *Seatown,* of Panamanian registry, also a tanker, again placed second in transiting honors with 114 transits to its credit. Both tankers are on a shuttle run between Panama's new oil refinery at Las Minas Bay and Balboa.

Of the 11,834 oceangoing commercial transits made during fiscal year 1965, 9,555 were classified as general cargo vessels. This is a decrease of 151 vessels of this type under the number transiting in fiscal year 1964. All other types of transits declined with the exception of ore vessels which rose to 1,642 transits, an increase of 308 vessels from the previous year.

U.S.-flag vessels decreased by 10 transits with a decline in long tons of cargo. However, an increase of 141,120 Panama Canal net vessel tonnage is shown over last year as well as a slight increase in tolls revenue.

An increase of 109 transits occurred in the foreign registry class with Panama Canal net vessel tonnage increasing 5,014,865 net tons over last year's volume. An additional 6,684, 429 long tons of cargo transited the Canal in these ships for an 11.2-percent rise in such tonnage over the volume recorded in fiscal year 1964.

This year ships of U.S. registry paid 16.4 percent of the total tolls collected on large commercial carriers. Last year such vessels paid 17.5 percent of the total tolls.

CARGO STATISTICS–COMMERCIAL TRAFFIC

Cargo flowing through the Canal during fiscal year 1965 established the highest level attained since the Canal opened 51 years ago. The volume of cargo transiting this year was 76,573,071 long tons. This is a gain of 6,017,000 tons, or 8.5 percent, over last year's volume, and surpasses the previous record established in 1962 by 9,048,519 tons.

The Atlantic to Pacific movement of cargo recorded a high of 42,948,996 long tons, for an increase of 4,047,597 tons. Cargo moving in the Pacific to Atlantic direction contributed a gain of 1,975,384 tons over the volume attained in fiscal year 1964. Of the 11 commodity groups which have consistently accounted for approximately 75 percent of the volume of cargo passing through the Canal, only wheat and canned and refrigerated products declined in tonnage with the remaining 9 groups all increasing. Heaviest contributors among those commodities which increased were iron and steel manufactures, petroleum and products, phosphate, and lumber. Iron and steel increased by 49.3 percent for a gain of 1,269,000 long tons; petroleum and products showed a gain of 7.5 percent for a gain of 1,066,000 long tons. Percentagewise, phosphates were second with an increase of 36.9 percent, but contributed only an additional 875,000 long tons over movements last year. Lumber shipments rose by 12 percent, and sugar gained some 13 percent over fiscal year 1964 tonnages.

Average Tonnage, Tolls, and Tons of Cargo Per Transiting Vessel

The average measurement of tonnage, tolls, and tons of cargo per oceangoing commercial vessel during fiscal years 1965 and 1964 is shown in the following table:

Average per vessel	*Fiscal year* 1965	1964
Panama Canal net measured tonnage	6,315	5,910
Tolls	$5,530	$5,175
Tolls per Panama Canal net ton	$0.876	$0.877
Tons of cargo per laden transit	6,467	7,180
Tolls per ton of cargo (laden vessels only)	$0.753	$0.772

DATA IN STATISTICAL CHAPTER

Further particulars of traffic through the Canal are presented in chapter V of this report.

Chapter II

THE WATERWAY

The efficient and dependable operation of the Panama Canal is of vital concern not only to maritime interests throughout the world but also to a host of others whose livelihood and general welfare are dependent to some degree upon an even flow of world commerce. The process of getting the ships through the Canal and the performance of certain auxiliary or supporting functions are grouped under the classification of Transit Operations, for purposes of this report, and are the primary missions of the Marine Bureau and the Engineering and Construction Bureau. These two bureaus must provide for the transiting of ships, operation of the locks, vessels repairs, maintenance of the Canal channel, meteorology and hydrographic work, operation of utility systems, and the maintenance of all Canal supporting facilities.

TRANSIT OPERATIONS

Traffic control

During fiscal year 1965 there were 12,203 oceangoing vessels transiting the Canal, 19 more than in fiscal year 1964. These vessels spent an average of 14.3 hours in Canal Zone waters from time of arrival to departure. There was an average of 33.4 ships per day with the highest peak in traffic being reached in March 1965, when 1,119 oceangoing transits were made during the month. A total of 1,008 vessels were recorded as holdovers during the year, 318 of which were delayed because they required transit during daylight hours. The remaining 690 vessels were delayed due principally to reduction of capacity during periods of locks overhaul.

Tug operations

Certain vessels such as tankers, ore carriers, and those carrying hazardous cargoes are selectively dispatched so that they will not meet or pass any other vessel in the narrow sections of Gaillard Cut and are not permitted to proceed unless they can clear the Cut and the locks during daylight hours. Such ships are called "daylight clear-Cuts," and during fiscal year 1965 a total of 1,345 of this type transit moved through the waterway in comparison with 1,114 handled during 1964. In addition, there were 985 vessels which did not require "daylight only" transit, but did require clear-Cut transit compared with 960 such transits in fiscal year 1964. The total of 2,330 clear-Cut transits

is significant because it means that almost 1 out of every 5 transiting vessels required special treatment in Gaillard Cut. This fast growing category of vessels increased 10.5 percent in fiscal year 1965 over the previous year volume.

There was a significant increase in the number of large vessels transiting during the year. Although vessels continued to be built longer and wider, their handling has become less difficult due to the completion of approximately 5 miles of widening in the Gaillard Cut channel, thus permitting the classification of 1,696 vessels into the partial-clear-Cut category. From 646 in 1964, a total of 848 vessels transited in 1965 with beams of 80 feet or over, while vessels of over 575 feet in length increased from 1,036 to 1,325 in 1965.

Seven tugs of the Navigation Division were in service throughout the year—three at the Atlantic terminal and four at the Pacific terminal. The tugs operated a total of 19,348 revenue-hours in the servicing and assisting of ships, in comparison with 18,535 revenue-hours in fiscal year 1964. Dredging Division tugboats performed a total of 3,890 hours of service in assistance to commercial shipping as well as to vessels of the U.S. Army and Navy.

Accidents to shipping

During fiscal year 1965, the Board of Local Inspectors were called upon to investigate 35 marine accidents which occurred in Canal Zone waters, and to fix the blame and responsibility for them. Of this total, 13 accidents occurred at the locks, 5 occurred at other points in transit, and 17 occurred in the terminal ports. This compares with 29 investigations in fiscal year 1964.

The Panama Canal Company was found wholly responsible for damages incurred in 17 accidents. Seventeen of the accidents were determined to have been caused by fault of the vessel or other causes for which the Company assumed no responsibility, and one case was a divided responsibility between the ship and Panama Canal Company. There were 407 transits per accident during 1965, as compared to 487 in 1964.

Admeasurement and boarding party operations

During 1965, 684 new oceangoing vessels were measured and in addition 379 ships with structural changes were remeasured. This compares with 645 new ships and 455 with structural changes in the previous year.

The functions of the boarding party consist of all phases of routine boarding which includes admeasurement of vessels for tolls assessment, inspection to insure compliance with customs, immigration, quarantine, and navigation regulations, and the performance of Deputy Shipping Commissioner duties for seamen aboard the U.S.-flag vessels. There were 13,108 ships boarded and inspected during the year as compared with 13,246 in fiscal year 1964.

Aids to navigation

As of June 30, 1965, there were 2,106 navigational aids in service located in the Canal proper, its approaches and terminal harbors, and the adjacent coastal areas, all maintained by the Navigational Aids Unit of the Dredging Division. Included in this total are the electrically operated fluorescent luminaries which comprise the Gaillard Cut lighting system and the Gatun and Miraflores approach lighting. Classified according to the type of illuminants used are the following: gas operated, 82; electrically operated, 1,509;

battery operated, 101; and unlighted aids, 414. Outlying navigational aids were visited for the purpose of inspection and servicing, and all aids were maintained in good operating condition throughout the year.

LOCKS OPERATION

Gatun Locks near the Atlantic entrance to the Canal forms two continuous parallel flights of three steps each which raise the ships 85 feet above sea level and then lower them. The three flights at the Pacific entrance are divided between Pedro Miguel Locks with one flight and Miraflores Locks with two flights. Each of the twin chambers in each flight of locks has a length of 1,000 feet, a width of 110 feet, and a depth of 70 feet. Since the flights are in duplicate, ships may pass in opposite directions simultaneously.

The duration of a lockage depends on many factors, including the size of the ship, its handling characteristics, and whether the vessel is locked separately or in tandem. This latter procedure is used to save overall time and water. The normal lockage intervals are 40, 60, and 80 minutes at Pedro Miguel, Miraflores, and Gatun Locks, respectively.

The number of large vessels passing through the locks in fiscal year 1965 was greater than ever before. Ten-locomotive lockages increased 12.5 percent over the previous year, and 10-locomotive tandem lockages decreased 17.6 percent. There were 208 12-locomotive lockages in fiscal year 1965 as compared with 138 the previous year. Total lockages for 1965 showed an increase of 1,178, or 3.6 percent.

Lockages—Vessels handled

The number of lockages and vessels handled (including Panama Canal equipment) is shown in the following table for the fiscal years 1965 and 1964:

	Fiscal year	
	1965	*1964*
Gatun Locks:		
Number of lockages	10,999	10,918
Number of vessels	13,506	13,725
Pedro Miguel Locks:		
Number of lockages	11,925	11,347
Number of vessels	15,103	15,008
Miraflores Locks:		
Number of lockages	11,360	10,841
Number of vessels	14,574	14,514

CANAL IMPROVEMENT PROGRAM

Canal widening program

The Canal widening program is one of several aimed at increasing the capacity of the Canal by expediting the movement of ships in transit. It is concerned with increasing the width of the usable channel in Gaillard Cut from 300 to 500 feet.

The work of removing the nonrocky overburden from that part of the Canal in Las Cascadas-Bas Obispo Reaches which was to be widened was completed early in fiscal year 1965. A total of 5,585,337 cubic yards were removed at a cost of $0.448 per cubic yard.

The remaining work required to complete the widening of Gaillard Cut consists of the removal of 3,870,000 cubic yards, more or less, in Zone I (material above elevation 90), and 7 million cubic yards in Zone II (below elevation 90 subaqueous material). If the extra 5-foot depth design is used, there will be an additional 650,000 cubic yards of this Zone II material.

Locks towing locomotives

New locomotives have been placed in service at all locks, resulting in fewer personnel being required for lockage crews.

Experience with new locomotives has enabled larger ships to be locked with fewer locomotives than originally anticipated. The present operation is now handling larger ships and more lockages with 215 fewer personnel.

Continued improvements have been made in maintenance procedures on new locomotives, resulting in savings in parts, material, and labor costs. Four test locomotives are to be returned to Japan to be standardized and returned to service, windlass and traction units removed for return and standardization. These units and other usable parts will become spare parts for the 57 locomotives remaining in service.

Four maintenance shelters for servicing the new locomotives were built under contract during the fiscal year. Two are at the north end each side of Miraflores Locks, and two are located at the north end each side of Pedro Miguel Locks.

24-hour locks outage concept

As a part of the 24-hour outage concept, overhaul of two gates was begun in January 1965. A trial installation of the east wall hollow quoin cofferdam was attempted, unsuccessfully. The cofferdam was redesigned and will be altered by the Industrial Division. It is expected that the experimental overhaul will be resumed in October 1965, at Miraflores Locks.

WATER SUPPLY

The supply of water necessary for the operation of the Panama Canal in transiting of ships, the generation of electric power, and for municipal use, is derived from several tributary streams that flow into Madden and Gatun Lakes which serve as storage and flood control reservoirs of a drainage basin comprising 1,289 square miles. All inflow from Madden Lake, whether drawn for hydroelectric power or spilled for lake control, flows into Gatun Lake and together with the runoff from the area below Madden Dam is used for lockages, power generation, municipal purposes, or may be spilled to control the operating level of Gatun Lake.

An average rainfall of 84.57 inches in the Canal Zone during fiscal year 1965 was approximately 11.04 inches below normal. Runoff during the 5-month "dry season," December through April, amounted to 241,069 acre-feet, which was 70 percent below the 51-year average. This year the dry season began on December 2, and ended on May 8, 1965, continuing 13 days longer than the average dry season, and recording the 10th longest season in 51 years.

The total runoff from Gatun and Madden Dam Lake Basin for fiscal year 1965 was 12 percent below normal and amounted to 4,196,763 acre-feet.

Of this amount, 39 percent, or 1,624,541 acre-feet, was derived from the basin above Madden Dam. A net drawdown on Madden Lake of 32.63 feet and 4.35 feet on Gatun Lake during the December–April period represents a draft on storage from both lakes of 794,582 acre-feet. After deducting the evaporation losses for both lakes of 527,571 acre-feet, the remaining yield or runoff amounted to 4,056,589 acre-feet. This remaining yield was expended as follows: 1,892,172 acre-feet furnished for lockages (average 31.4 per day); 1,535,009 acre-feet used to generate 96,688,200 kilowatt-hours at Gatun hydroelectric plant; municipal requirements totaling 49,977 acre-feet; leakage and miscellaneous losses amounting to 19,651 acre-feet; and the spilling of 559,780 acre-feet at Gatun Spillway to control the lake elevation.

Thermal power generation for water conservation began in December 1964 and continued through April 1965. A total of 201,855,700 kilowatt-hours was produced. Of this amount, 22,939,400 kilowatt-hours were furnished from December 10, 1964, to April 30, 1965, by Fuerza y Luz through interchange.

Sources and usages of water together with comparable data for the preceding year are itemized in table 26, chapter V, page 106.

MAINTENANCE OF CANAL CHANNEL

The maintenance of the Canal Channel, its terminal harbors, the adjacent navigable waterways of the Panama Canal, and special improvement projects were accomplished during the year with two 15-cubic-yard dipper dredges and two suction dredges of 28- and 10-inch capacity. Maintenance dredging totaling 3,144,200 cubic yards of material was performed in the Canal prism and harbors. A total of 20,700 cubic yards of mined material was removed from Mandinga Flare during the year. The material was used in the construction of collision dikes at Piers 6 and 7 of the Thatcher Ferry Bridge.

In addition to these activities, it became necessary to remove slide material moving into the Canal from the Cartagenita slide on the west side of Gaillard Cut at the south end of Cerro Paraiso. The dredge *Mindi* removed 19,200 cubic yards of material, and another 35,000 cubic yards were removed by dry excavation.

In January 1965, removal of the precipitous material above this slide was begun. A dike is being constructed, with this spoil, across the Rio Grande River which will provide a large settling basin for the silt to be dredged from Gaillard Cut and Miraflores Lake.

A summary of dredging operations for the fiscal year 1965 is shown in table 27, chapter V, page 106.

ORIENTATION AND EXCURSION SERVICE

During the year the Company provided two vessels, the launches *Las Cruces* and the *Reina Manuelita I,* for orientation and excursion service through the Canal. The launch *Las Cruces,* a 200-passenger vessel, made 414 trips, carrying a total of 41,082 passengers and the *Reina Manuelita I* carried 1,803 passengers on 103 trips in partially transiting the Canal. The launch *Anayansi* was used on 37 trips in connection with inspections, aids to navigation, and Interoceanic Canal Studies.

The *Reina Manuelita I* activity increased by 24 trips over fiscal year 1964, with an increase of 514 passengers carried; the *Las Cruces* made 4 less trips and carried 731 fewer passengers.

For the dry season months, January to March, two launches were used for a total of 72 recreational trips.

Chapter III

SUPPORTING OPERATIONS

In support of the maintenance and operation of the waterway and incident to the civil government of the Canal Zone, the Company conducts many auxiliary operations that are essential to the accomplishment of its basic mission. These include rail, ocean, and highway transportation; public-utility-type services, the operation of retail stores and housing for employees; and a wide variety of engineering, supply, and service functions. These services are also made available to the other Federal agencies in the Canal Zone and, to a limited extent, to the Republic of Panama.

EMPLOYEE SERVICES

Supply and Community Service Bureau

The principal objectives and responsibilities of the Supply and Community Service Bureau consist of procurement of supplies and materials, and their storage; distribution and sales; operation of theaters, restaurants, and bowling alleys; operation of living quarters for employees; care of public buildings; care of grounds, collection and disposal of trash and garbage; the operation and maintenance of the Canal Zone cemeteries, and the operation of Summit Gardens, Nursery, and Zoo.

SUPPLY DIVISION

Retail Stores, Warehousing, Manufacturing and Allied Operations

The retail stores, warehouses, and related operations make available food supplies, clothing, general household items, and other essentials to U.S. citizen employees and their families, to non-U.S. citizen employees residing in the Canal Zone, and to members and U.S. citizen employees of the Armed Forces. The retail stores in the Canal Zone include the operation of gasoline service stations. Manufacturing and processing plants include a bakery, a dairy and ice cream plant, and a laundry. Improved merchandising methods and reduction of operation expenses were pursued throughout the year with a view to eliminating or combining functions to reduce manpower and labor costs with a minimum loss of service to customers.

The Milk Products Unit used a total of 598,976 gallons of raw milk in the process of bottling fresh milk and 8,787 gallons in manufacturing other milk

products. The 1,295-gallon daily average milk production this year is 1.7 percent higher than that of fiscal year 1964. The policy of purchasing surplus fresh milk from approved Panamanian dairies continued throughout the year at the rate of 3,000 quarts per day, 5 days per week. Milk purchased from Panama suppliers this year totaled 195,750 gallons, an average of 2,041 quarts daily for the year.

Fifteen calves from the Mindi Dairy Farm were presented to Panama's Ministry of Agriculture for distribution to various 4-S clubs in November 1964. In April 1965, two calves were donated as prizes at the Chorrera Agricultural Fair, and, in June, five were donated to the Divisa School of Agriculture.

Service center operations

The service centers and Tivoli Guest House provide certain essential sales and recreational facilities for the employees of the Company/Government organization, their dependents and guests, as well as others authorized to receive Canal Zone privileges. These functions include cafeterias, soda fountains, guest accommodations; recreational activities such as theaters, bowling lanes and related activities; and merchandise sections. In addition, rental space is conveniently furnished for the use of various licensee shops, which include barber, beauty, tailor, cobbler, and dressmaking establishments, and also union organizations.

During the fiscal year continued efforts were made toward maximum utilization of automatic food and beverage vending machines. At year's end 50 Company-owned machines were in operation and 19 were on hand pending installation. In addition, 23 machines were being operated in service center facilities by contractual agreement.

Extensive renovation and improvement work was performed at the Tivoli Guest House. An additional 29 rooms were air conditioned. Dining rooms and other spaces were refurnished and redecorated to reflect as much as possible the historical background associated with the Canal construction period.

Storehouse branch

The organizational units of this branch include administrative, stock management, warehousing, scrap, and salvage operations; excess disposal; and office furniture and equipment pools. During the fiscal year, a continued program of improvements and operating economies, realinements and consolidations was pursued throughout the functional units of the branch. Rewarehousing of the consolidated Motor Transportation and Storehouse auto parts inventory in Motor Transportation Division areas was completed in August 1964. New procedures have eliminated much of the paperwork in this operation.

This year sales of nonferrous metals approximating 494,000 pounds resulted in a gross margin of approximately $131,000. Bids were opened on June 25, covering approximately 7,000 tons of ferrous scrap; 5,480 tons were awarded to two bidders for approximately $113,200. Thirty-eight locks towing locomotives were converted to scrap during the year.

The new elementary school located at Fort Davis was supplied with equipment and furniture during the first quarter of the fiscal year. Office furniture

for the new Gorgas Hospital in the amount of $46,000 was received in April and installed by the contractor. The remaining $14,000 of this special allotment will be obligated in fiscal year 1966. The first shipment of GSA furniture, specially packed for export, was received in excellent condition.

PROCUREMENT DIVISION

Efforts continued throughout the year to develop new resources in the South and Southwest to promote savings on inland freight and to permit maximum use of the Company's supply ship.

The New Orleans Procurement Office placed into effect the direct purchasing system. Under this system, resale and non-bid merchandise for resale that was heretofore purchased by the New Orleans office is now purchased directly from the Isthmus by the Procurement Section of the Supply Division.

COMMUNITY SERVICES DIVISION

Employee housing

An experimental program to determine the feasibility of preventive maintenance of employee quarters continued through the year. A 5-year program to incorporate all employee quarters buildings into the program was budgeted to commence in fiscal year 1966. At year's end the transfer of responsibility for custodial service in all Canal Zone Schools from the Schools Division to the Housing Branch had been accomplished, to be effective July 1, 1965.

As of June 30, 1965, there were 2,507 family units in operation in U.S. citizen communities, and 1,726 family units in Latin American communities. Nine additional quarters buildings, representing 32 apartments, were constructed in the Pedro Miguel townsite. There was no other new quarters construction during the year. Quarters presented for retirement consisted of 14 buildings containing 94 apartments, all in the Latin American townsites.

TRANSPORTATION AND UTILITY SERVICES

Railroad operations

The Panama Railroad, connecting the terminal cities of Panama and Colon, provides transportation across the Isthmus for both passengers and freight. In addition, it furnishes industrial switching services to the major Company/Government and Armed Forces warehouses and installations.

The 47-mile mainline is supported by 74 miles of sidings, yard, and industrial track. Freight and passenger stations, locomotive and car repair shops are maintained by the Railroad. It serves all Federal Government agencies on the Isthmus and is a common carrier serving commercial interests in the Canal Zone and the Republic of Panama. The Railroad also operates the Panama Local Agency which is responsible for the receipt, delivery, and forwarding of all railroad freight at the Panama City terminus.

Substantial economies were achieved on the railroad this year due to the abolishment of positions, consolidations, and overtime reduction. In fiscal year 1965 the Railroad Division maintained the same high level freight workload as in the previous year. Canal Zone freight continued at a high level;

however, the Republic of Panama freight over the line declined instead of increasing as anticipated. The drop in high-revenue freight is attributed to the slow economic recovery of business conditions in Panama following the civil disturbances in early 1964, and a longshoremen's strike of 2 months in the east and gulf ports of the United States.

Passenger business declined from 695,000 in 1964 to 648,000 in fiscal year 1965, a drop of 7 percent which was anticipated as transportation conditions resumed a more normal trend following the disturbances in 1964.

Freight hauled decreased very slightly, some 2,000 tons under the previous year. Freight services income improved 5.8 percent, or $65,000, over the fiscal year 1964 figure due to improved composition and ocean freight rate increases on through billed cargo effective the last 3 months of the fiscal year.

Comparative workload and income statistics are shown in the following table:

	Fiscal year	
	1965	*1964*
Passengers carried	648,000	695,000
Revenue freight tons carried	196,000	198,000
Passenger service income	$451,000	$505,183
Freight service income	$1,143,000	$1,080,064
Switching and locomotive service income	$87,000	$116,578
Net operating deficit	$89,000	$19,779

Motor transportation

This division operates consolidated motor vehicle repair shops and maintains a motor vehicle fleet for use of the Company/Government. Supervision is also exercised over a public bus transportation system operating in the Pacific area under franchise.

Special operating economies resulted in a reduction of some $49,000 in labor costs over the year. Transportation workload increased slightly, with a 3-percent gain in total fleet mileage. Trans-Isthmian pilot runs that had been curtailed due to the civil disturbances were resumed, dirt hauling and a fleet increase contributed to the increase in mileage. A daily average of 2,638 schoolchildren of all grades were transported as compared with an average of 2,554 during 1964.

To meet requirements for furnishing the wide variety of transportation services, the motor vehicle fleet was maintained at the 624 unit level. During the year a total of 37 new replacement vehicles were received.

Significant workload indices for the fiscal year in comparison with the previous year are given below:

	Fiscal year	
	1965	*1964*
Vehicles in service	624	595
Vehicle mileage	7,179,00	6,852,000
Trans-Isthmian freight hauled	13,049	12,925
Schoolchildren transported (average per day)	2,638	2,554
Repair shop services furnished others	$814,393	$771,425
Operating margin (or deficit)	($6,700)	$9,710

Water transportation operations

This division operates one combination cargo-passenger steamship of 10,000 tons between the ports of New Orleans, La., and Cristobal, C.Z. This vessel is restricted to the carriage of U.S. Government cargo and passengers.

Cargo workload increased by 14 percent over fiscal year 1964, while passenger workload dropped by 2 percent under the previous year.

Shown below is a statistical comparison of the fiscal years 1965 and 1964:

	Fiscal year	
	1965	1964
Number of completed voyages	27	27
Tons of freight carried	108,191	95,187
Average number of tons per voyage	4,007	3,525
Number of passengers carried	6,818	6,938
Average number of passengers per voyage	252	257
Operating margin	$26,000	$12,000

Electrical power system

The Panama Canal Company generates and transmits electric power for use of the Company/Government, Armed Forces, employees, and associate activities in the Canal Zone. It operates and maintains hydroelectric and thermal electric generating stations, substations, switching stations, and transmission lines and appurtenances.

The workload of the Power Branch, which is reflected by the total gross power required to supply customer load, was 16.8 percent greater than that for 1964. This increase was provided for by increased operation of the system generating units and increased purchases of power from Fuerza y Luz and the military. Due to a longer dry season and increased load, system thermal generation was 8.8 percent greater than in 1964.

The total power generated during the year was 6.1 percent greater than in 1964. A peakload of 75,200 kilowatts, occurring on May 3, 1965, was the highest on record. Thermal generating plant operation was increased during the period December 7 through June 30 to permit reduced operation of the Gatun hydroelectric generators for dry season conservation of water in Gatun Lake. Full load 24-hour operation of the two new Miraflores gas turbines, and operation of the Cocoli, Agua Clara, and Coco Solo diesels as required to supplement this thermal electric generation was accomplished with the help of loaned labor and temporary employees.

The new transmission line connecting the Panama Canal power system with that of the Compañía Panameña de Fuerza y Luz was energized on March 25, 1964. This interconnect was used during the dry season to receive power to assist in our dry season operation. A Service Schedule B was added to our power exchange contract with this company to permit our purchase of their available surplus electrical energy.

The combined generated output of the power system for fiscal year 1965 was 444,380,700 kilowatt-hours. A total of 438,442,118 kilowatt-hours was delivered to consumers as compared with 382,028,039 in the previous year.

Further particulars on electric power generated are shown in table 28, chapter V, page 107.

Seismology

The seismological observatory at Balboa Heights is an important link in the worldwide network of seismological stations. Situated in one of the major earthquake areas of the world, its records are very much in demand. All original records, after preliminary analysis, are mailed to Washington, D.C.,

for final interpretation by computer. There were 223 seismic disturbances recorded on the Balboa Heights seismographs during fiscal year 1965.

Communications system

The communications system consists of two main exchanges located in Balboa and Cristobal with small exchanges at Pedro Miguel, Gamboa, Gatun, and Coco Solo. Their respective distribution systems are connected by one trans-Isthmian trunk cable and a microwave radio communication system between Gamboa and Gatun. The system is independent of, but interconnected with, the systems in the cities of Panama and Colon, and the military exchanges on all military reservations. The microwave facilities also provide radio communications service for the Federal Aviation Agency, Marine Traffic Control System, Dredging Division, and Meteorological and Hydrographic Branch.

At the end of fiscal year 1965, there were 9,820 telephones in service as compared with 9,400 telephones in use at the end of the preceding year, an increase of 420.

Water system

The Water Branch continued to supply all the filtered water requirements of the Canal Zone, including sales of water to vessels; Armed Forces installations; the cities of Colon, Panama, and Cativa; and suburban Panama in the Republic of Panama.

The Pacific area water system produced a record quantity of water due to the continued growth of the suburban Panama areas and increased Armed Forces activity within the Canal Zone. The total year's consumption for the combined Atlantic and Pacific areas was 2,146.4 million cubic feet, an increase of 4.3 percent over fiscal year 1964.

Included in the water system organization is a laboratory unit which performs the necessary tests to assure the production and distribution of safe, potable water. In addition to this primary function, the laboratory unit also performs chemical, physical, and bacteriological tests for other Company/Government units and outside agencies.

The following table shows the consumption of filtered water for municipal purposes and for sale to vessels for fiscal years 1965 and 1964:

	Fiscal year	
	1965	*1964*
	(millions of cubic feet)	
Canal Zone (including Armed Forces)	668.6	637.5
City of Panama and suburban Panama	1,158.1	1,119.4
Cities of Colon and Cativa	295.8	276.0
Sales to vessels	23.9	25.7
Total	2,146.4	2,058.6

Vessel repairs

A total of 467 vessels measuring 65 feet or over were repaired in the Company's shipyard during the fiscal year, accounting for 1,711 ship-days. Twenty-two vessels were drydocked during the year.

Panama Canal Company and Canal Zone Government sources continued to provide the major portion of the division's workload throughout the entire

year, with a slight increase percentagewise. The Company/Government operations and service requirements accounted for approximately 75 percent of the total volume. Work consisted mainly of the usual floating equipment overhaul and repairs in the Marine Bureau, the Dredging Division, and the Locks Division. Of this total, the Marine Bureau provided approximately 30 percent and the Dredging Division 35 percent.

This year commercial work increased, particularly in the last quarter. Repairs resulting from marine accidents in the Canal comprised a considerable amount of income for the fiscal year. In most cases repairs amounted to those necessary to enable the vessel to proceed to a port of call where finished, permanent repairs could be conducted. Revenues from commercial sources for ships repaired were $944,763.02 in comparison with $372,319 the previous year. No major overhauls for the U.S. Navy or for foreign naval vessels occurred during the year.

Harbor terminals operation

The prime functions of the harbor terminals operation are the movement of local cargo and in-transit cargo across the Panama Canal Company docks and piers at the ports of Cristobal and Balboa, and the performance of berthing services to accommodate vessels requiring bunkers, water, stores, or to embark and disembark local or in-transit cruise passengers.

The gross tonnage handled, transferred, and stevedored during the year amounted to 2,389,373 tons, some 5,000 tons under the volume in 1964. Transshipment cargo showed an increase of 12,128 tons over the previous year. Local incoming cargo decreased 1,800 tons due to a decline in cargo imported by the Republic of Panama (some 4,200 tons) offset in part by tonnage increases of Company/Government and Armed Forces cargo. Local outward shipments were down some 11,600 tons in 1965 due principally to decreased exports by the Republic of Panama.

Comparative combined cargo movements in tons of cargo stevedored are as follows:

	Fiscal year	
	1965	*1964*
Combined cargo movements between ships and piers	1,172,357	1,173,130
On the piers	1,217,016	1,221,323
Total (revenue tons)	2,389,373	2,394,453

The marine bunkering operation, the other major function of this division, increased 1,280,165 barrels, or 3.6 percent over the previous year, 36,792,557 barrels being handled. This is the highest recorded workload experienced by the marine bunkering section. This increase is attributed chiefly to bunker deliveries to vessels, up 6 percent over 1964 volume. Bunkering requirements increased by 941,894 barrels, or 5.4 percent, resulting in increased receipts. However, the number of tankers discharging decreased in 1965, four under the number discharging in 1964. Issues of petroleum products to the Republic of Panama decreased some 47,300 barrels in 1965 as a result of direct delivery of Panamanian consumer requirements from the new refinery located in Panama at Las Minas Bay.

The following comparative workload data is furnished for fiscal years 1965 and 1964:

	Fiscal year	
	1965	1964
	(barrels)	
Combined receipts (Cristobal and Balboa)	18,498,416	18,160,145
Combined issues (Cristobal and Balboa)	18,294,141	17,352,247
Total barrels of products moved	36,792,557	35,512,392
Tankers discharging (Cristobal and Balboa)	428	432
Vessels bunkering	4,579	4,416

Printing Plant

The Printing Plant, located at La Boca, C.Z., on the Pacific side of the Isthmus, is a Government field printing plant under the regulations of the Joint Committee on Printing, Congress of the United States.

Production continued its steady rise during fiscal year 1965, the total measured in production units being 8.3 percent higher than in the previous year. This workload amounted to a total of 73,453,000 production units as compared with 67,794,000 in 1964. Offset production continued to account for an ever-increasing share of the printing workload. This year's figures show offset printing was utilized for 78.6 percent of total production compared to only 31 percent 6 years ago when the long-range program for modernization of Plant equipment and conversion from letterpress to offset printing was inaugurated.

PRINCIPAL ENGINEERING AND CONSTRUCTION PROJECTS

Canal widening at Las Cascadas-Bas Obispo Reaches

The widening of the Canal continued during the year by contract excavation. This is one of several projects aimed at increasing the capacity of the Canal by expediting the movement of ships in transit and is concerned with increasing the width of the usable channel in Gaillard Cut from 300 to 500 feet. During the past 11 years approximately two-thirds of the 8-mile-long Gaillard Cut has been widened. The contract for the removal of the softer overburden materials above elevation 95 feet from the widened area of Las Cascadas-Bas Obispo Reaches to Mandinga River was completed early in fiscal year 1965. A total of 5,585,337 cubic yards was removed at a cost of $0.448 per cubic yard.

The remaining work required to complete the widening of Gaillard Cut consists of the removal of 3,870,000 cubic yards of Zone I (i.e., material above elevation 90), and 7 million cubic yards of Zone II (below elevation 90 subaqueous) material. If the extra 5-foot-depth design is used, there will be an additional 650,000 cubic yards of this Zone II material.

Trinidad Dam

At the close of fiscal year 1965, a restudy was being made of the contract schedule for accomplishment of this project along with the widening of the Canal through Las Cascadas and Bas Obispo Reaches. Studies were also underway for relocation of the Guacha-Tern portion of the dam with redesign of the embankment so as to reduce the quantity of high cost crushed rock for

the filter blanket. During September and October, doubt arose as to the eventual accomplishment of this project, and no further work was performed in the study. In June 1965, the Company terminated the contract with consultants, on the basis that the project was indefinitely deferred.

New locks towing locomotives and cranes

Manufacture and delivery of the locomotives has proceeded about 2 months ahead of schedule. Fifty-eight locomotives and two cranes were in service as of May 1965, and the remaining locomotive and No. 3 crane were shipped from Japan about June 20, 1965.

The new locomotives were installed on both lanes of Pedro Miguel Locks as of September 19, 1964, and the installation of new machines at Miraflores Locks was completed January 30, 1965. In general, the new towing locomotives have performed very satisfactorily. They have noticeably speeded up lockages because of their power and speed advantages over the old machines. Delays to lockages because of locomotive troubles have been almost negligible.

Under a supplemental agreement with the manufacturer, four of the original test machines are to be modified, and a change order was executed for additional locomotive spare parts.

The old locomotives and cranes were retired from service and scrapped. Four locomotives were retained for display and two were donated to the National Museum of Transportation and the American Museum of Electricity.

Gorgas Hospital construction

The new Gorgas Hospital building was completed and put in service during fiscal year 1965. Alterations to the existing plant, and this new 8-story, air-conditioned hospital building were begun in fiscal year 1962 with the object of consolidating all Gorgas Hospital activities into four buildings connected by two pedestrian bridges and a tunnel.

The final phase of the construction of the addition, from April 9 to completion on October 19, 1964, was performed under a negotiated contract with the approval of the bonding company after the failure by default of the original contractor. Liquidated damages, covering 183 days' default, in the amount of $91,500, was assessed against the defaulted contract.

Locks engineering

This continuous engineering program is to provide improvements to locks operations. During the year the Corps of Engineers in Buffalo was invited to inspect the Panama Canal Locks and recommend the feasibility of modernizing the locks control equipment and/or improving the locks operating procedure. An official report of their recommendations is to be submitted. The contract for installation of center wall turntables to turn the new locomotives end to end was completed as well as the construction of nine repair shelters to be used with the new machines.

In the 24-hour-outage overhaul concept a redesign of the cofferdam became necessary as the result of an unsuccessful attempt at dewatering. Sketches and drawings were prepared to show rising stem and cylindrical valve overhaul schemes.

Expansion of electrical power system

This program, begun in 1961, is designed to provide a system of approximately 100 megawatts by 1980. In fiscal year 1963 two gas-driven turbine generators were installed at the Miraflores Power Plant to enlarge the capacity of this facility.

Upon receipt of plans and specifications for tanks, control room structures, and the electrical and mechanical installation of work, the awarding of all major contracts for work on this project was begun. Contracts for the installation of the steamplant, the turbine generator, the circulating water system, the fuel storage system, the electrical-mechanical system, the 44-kv. switchyard, and for miscellaneous building construction were in progress at the end of this fiscal year. The turbine, generator and condenser were located in place. The turbine control room addition was approximately 50 percent complete; the boiler 60 percent complete; the construction of the new tanks approximately 20 percent complete, and the circulating water system construction work was 35 percent complete.

Designs were prepared for two oil storage tanks of 54,165-barrel capacity and others were started for the interconnection with Panama power system, Atlantic area. Plans and designs were developed to include additional power service to Fort Kobbe, and install new oil circuit breakers, switchgear units, and related appurtenances at other important locations.

Water system improvements

The work of installing a 20-inch waterline from Balboa to Chorillo Hill and from Balboa Pump Station to the National Avenue manifold in Ancon was completed during the fiscal year. This work is part of the program aimed at increasing the potable water supply of Panama City.

New pumps are being installed under contract at the Paraiso Raw Water Pump Station. These will aid the greatly increased demands upon the Canal Zone water system.

Operations and capital construction by contract

New contracts awarded in fiscal year 1965 were lower by $621,100 than those awarded the previous year. Sixty-three contracts covering capital construction (exclusive of architect-engineering contracts) were awarded for a total of $5,335,800. Total work accomplished on all capital construction during fiscal year 1965 amounted to $10,781,300.

Major capital items contracted for during the year were electrical-mechanical installations for Miraflores Power Plant, $832,500; construction of building "E" for Curundu Junior High School, $441,200; masonry, tile, and ceilings for Curundu Junior High School, $335,300; air conditioning Curundu Junior High School, $292,600; furnishing and erecting storage tanks at Miraflores, $274,400; construction of 44-kv. switchyard at Miraflores, $226,900; electrical work for Curundu Junior High School, $219,600; additional power service for Howard Air Force Base, $204,800, and approach and exit ramps for Thatcher Ferry Bridge, $183,700.

Other projects

Seven other contracts for account of the Company/Government awarded for over $100,000 each were construction of play slabs for elementary schools, $182,200; miscellaneous buildings and structures for Miraflores Power Plant, $178,800; alterations and additions to Balboa Post Office, $134,200; replacement of refrigeration equipment in Cold Storage Plant, Balboa, $119,000; technical and procurement services and procurement of equipment and materials in connection with re-powering of tug, *Arraijan,* $115,800; floor coverings for Curundu Junior High School, $113,100; and air conditioning elementary school at Balboa, $107,100.

Chapter IV

ADMINISTRATION

PERSONNEL ADMINISTRATION

A plan to reorganize the Canal Zone Civilian Personnel Policy Coordinating Board was implemented this fiscal year and resulted in a far smoother relationship between the Panama Canal Company/Canal Zone Government and Department of Defense agencies in the Canal Zone on personnel matters. In past years, the Board consisted of a member from the Canal agencies, a member from U.S. Southern Command, and members from each of the local Army, Navy, and Air Force organizations. A plan to reconstitute the Board to consist of a representative of the Canal organization and a representative of the local Department of Defense agencies was approved by the Secretary of the Army on October 8, 1964. The new organization has been eminently more satisfactory in terms of meeting the Canal agencies' special needs and facilitating interagency cooperation.

The third phase of the three-phase Canal Zone Wage Adjustment Program initiated in April 1962 and the Annual Review of Manual Category positions based on changes in wages in the nine Naval shipyards in the United States resulted in increases for all employees in the Manual category and for other employees, particularly those on a Canal Zone wage base.

In February 1965, the Board of Directors considered a long-range staffing program to resolve problems likely to be faced by the Canal organization by retirement attrition of skilled and professional employees during the next 15 years whether or not any decision is made to proceed with the construction of a sea level canal. In July the Board approved a plan submitted by the Governor to meet long-range staffing needs. The program proposes three basic methods of meeting the Canal's long-range staffing needs: (1) a large-scale, wide spectrum management, professional, and clerical trainee program; (2) the development of apprenticeships in several new occupational areas, and (3) a significant expansion of the current apprenticeship program.

Probably the most important personnel management problem in fiscal year 1965 was the reduction and freezing of the 25-percent tropical differential which had been added to U.S. citizen employees' pay since 1914. The amount of the differential was reduced to 15 percent and its applicability amended to cover only heads of household. U.S. citizen employees who were on the rolls

11351—6

of Canal agencies on the effective date of the change in the regulations had the dollar amount of their differential fixed at the amount of differential they were receiving on July 20, 1964. This reduction and freezing action of the differential and the limiting of application to heads of household had a significant impact both on employee morale in the entire Canal organization and on pay administration in the Personnel Bureau.

During fiscal year 1965 two important items of employee legislation were developed for submission. The first (H.R. 5990), amends the Cash Relief Act of 1937 to increase the gratuity paid non-U.S. beneficiaries by $10 a month to a maximum pension of $65 per month. The bill also would provide widows of disability relief beneficiaries with a pension amounting to half that which would be received by their husbands if still living. At the close of the fiscal year, this bill had passed the House of Representatives and was pending in the Senate.

The second legislative proposal would allow the U.S. Government to participate as an employer in a group health insurance program for non-U.S. citizen employees and retirees of U.S. Government agencies in the Canal Zone. At the close of the fiscal year this proposed legislation was still being reviewed by the Bureau of the Budget.

The Government Employees Salary Reform Act of 1964 provided for upward adjustments in salaries of General Schedule and Postal employees continuing the principle of comparability of pay between government and private industry established by the Federal Salary Reform Act of 1962. The act was administratively implemented in the Company/Government on August 21, 1964, effective retroactively to July 5, 1964.

The implementation of the Dual Compensation Act, Public Law 88–448, enacted August 19, 1964, was approved by the Governor to be effective December 1, 1964. This act was designed to simplify, modernize, and consolidate the laws relating to the employment of civilians in more than one position and the laws concerning the civilian employment of retired members of the uniformed services. The act places a limitation on the amount of military retired pay certain retired regular officers may receive while employed as civilians in the Federal Government without reduction in their civilian pay.

MAJOR ORGANIZATIONAL CHANGES

There were no major organizational changes in the Panama Canal Company during the fiscal year.

MAJOR PERSONNEL CHANGES

Mr. Theodore C. Henter was promoted to Chief Hydrographer, effective July 5, 1964, vice Mr. W. Houston Esslinger, retired.

Mr. Frank H. Lerchen was reassigned to Assistant Engineering and Construction Director effective July 19, 1964, vice Mr. Edward M. Browder, Jr., retired.

Lt. Col. Walter W. Fade, USA, was detailed from the U.S. Army as Planning Engineer (Canal Studies) and Assistant to the Director, Engineering and

Construction Bureau, effective August 2, 1964, vice Lt. Col. William R. Wray, USA.

Mr. Charles McG. Brandl was reassigned as Chief, Construction Division, effective September 6, 1964, vice Mr. Harold H. Feeney, retired.

Mr. Ernest W. Zelnick was promoted to Designing Engineer, vice Mr. Frank H. Lerchen, reassigned, and Mr. Daniel M. Eggleston was promoted to Assistant Designing Engineer, vice Mr. Ernest W. Zelnick, effective November 22, 1964.

Mr. John E. Fisher was designated as General Auditor effective November 22, 1964.

Mr. Lawrence L. Jenrich was designated as Chief Accountant effective November 22, 1964.

Mr. Thomas H. Scott was designated as Chief, Systems Staff, effective November 22, 1964.

Mr. Elmer G. Abbott, Captain of the Port (Balboa), retired on December 21, 1964.

Mr. Robert Lessiack was promoted to Assistant Comptroller (Chief, Budget and Rates) effective January 3, 1965, vice Mr. LeRoy B. Magnuson, retired.

Mr. Olen A. Dietz retired as Supervisory Maintenance Engineer (Atlantic) effective March 29, 1965.

Mr. F. R. Johnson was promoted to Management Analysis Officer (Assistant Chief, Executive Planning Staff) effective April 11, 1965, vice Mr. Thomas E. Burrow, resigned.

Mr. Carl J. Browne was promoted to Supervisory General Engineer (Assistant Engineering and Construction Director) effective May 2, 1965, vice Mr. Frank H. Lerchen, retired.

Mr. Howard W. Osborn was promoted to Supervisory Maintenance Engineer effective May 10, 1965, vice Mr. Carl J. Browne, promoted.

FORCE EMPLOYED AND RATES OF PAY

The full-time force employed by the Panama Canal Company on the Isthmus of Panama as of June 30, 1965, totaled 11,284, an increase of 3 over the number employed on June 30, 1964.

The full-time U.S. citizen force of the Panama Canal Company on the Isthmus numbered 2,305 on June 30, 1965, as compared with 2,364 on June 30, 1964, a decrease of 59, or 2.5 percent. The full-time non-U.S. citizen force totaled 8,979 as of June 30, 1965, as compared to 8,917 on June 30, 1964, an increase of 62, or 0.7 percent. The decrease in Company force from 1964 to 1965 resulted largely in the operating units due to reorganizations, reductions in workload, and force ceiling restrictions. The greatest decreases were reflected in the Marine Bureau and the Transportation and Terminals Bureau.

In addition to employees on the Isthmus there were 156 U.S. citizens employed in the Washington and New Orleans offices on June 30, 1965. Of the 156 in the United States, 4 were in the Washington office, 24 in the New Orleans office, and 128 officers and crew on the SS *Cristobal*.

Employments are made under the Canal Zone Merit System, established by the Canal Zone Wage and Employment Practices Act, 1958, Public Law 85–550 (72 Stat. 405.11 now Canal Zone Code, Title 2, Section 149) assuring

equal opportunity for citizens of the United States and Panama to obtain employment in all Canal Zone U.S. Government agencies, in all nonsecurity positions for which they qualify.

Since the Canal Zone Wage Plan was placed in effect in February 1959, there has been considerable emphasis placed on training and utilization of qualified non-U.S. citizen employees in U.S.-based, higher-paying positions. Since that date, the number of non-U.S. citizens in U.S.-wage-base positions has increased from 144 to 980, an increase of 836, or approximately 600 percent.

Rates of pay are established regardless of citizenship on a Canal Zone wage base for occupational categories which can be filled by recruitment on the Isthmus and on a U.S. wage base for those positions which would normally be recruited from the United States. The current Canal Zone Wage Plan contains the following job groups:

Non-manual category—white collar positions, including clerical, professional, and administrative type jobs.

Manual category—blue collar workers, including laborers, semi and skilled craftsmen, and related supervisors.

Special category, administrative—includes teachers, policemen, firemen, postal workers, pilots, and miscellaneous and fee rate group.

Special category, wage board—includes floating equipment, power branch, printing plant, railroad, apprentices, and learnership group.

Company/Government rate group—includes positions excluded from the Canal Zone Pay Plan, such as executives, hospital, military, and employees in the United States.

FULL-TIME EMPLOYEES PAID AT U.S. WAGE BASE[1]

For several years increasing emphasis has been placed on providing employment and promotion opportunities in higher paid positions to non-U.S. citizens. Since February 1959 the number of non-U.S. citizens in U.S.-base positions has increased from 144 to 980, an increase of approximately 600 percent. During fiscal year 1965 an increase of 121 such employments occurred.

Turnover in full-time U.S. citizen Isthmian force

During fiscal year 1965 there were 501 full-time terminations of U.S. citizen employees (including 7 military) for whom replacement employments were made. In addition, there were 27 U.S. citizen full-time employees added to the force. Terminations show a decrease of 40, or 7.4 percent, under the 541 occurring in fiscal year 1964.

Turnover in full-time non-U.S. citizen Isthmian force

Exclusive of student assistants, 1,024 full-time employees were terminated in the non-U.S. citizen group. All of these were replaced and there were 194 additional employments.

Recruitment

Of the 538 U.S. citizen full-time accessions in fiscal year 1965, only 91, or about 17 percent, were recruited from the United States, and 447, or 83 percent,

[1] Statistics in this section cover both Panama Canal Company and Canal Zone Government employees.

were recruited locally. All of the 1,191 full-time non-U.S. citizen employments were local recruitments. These additions to the force for fiscal year 1965 represent an accession rate of 14 percent for U.S. citizens and 12 percent for non-U.S. citizens.

The 91 employees recruited in the United States included 22 teachers for the U.S. schools system, 12 interns and hospital residents, 18 skilled craftsmen, and 39 medical and professional employees not available from Canal Zone or Panama sources.

At the close of the fiscal year, there were 15 U.S. requisitions pending for which selections had been made and 29 vacancies pending for which no selection had been made. The 29 vacancies for U.S. recruitment included positions for teachers, nurses, skilled craftsmen, pilots-in-training, and pharmacists.

Pay adjustments

Virtually all employees of the Panama Canal Company/Canal Zone Govenrment received salary and wage increases during fiscal year 1965 in six different wage adjustments, and the third phase of the three-phase Canal Zone base adjustment. The total annual cost to the Company/Government of these adjustments will be approximately $3,369,976. This figure includes 6.5 percent added for retirements costs. In comparison, the annual cost of pay increases in fiscal year 1964 amounted to approximately $4,400,000 including retirement costs.

Cash relief for disabled employees

Effective October 5, 1958, with the implementation of section 13 of Public Law 85–550 placing non-U.S. citizen employees under the Civil Service Retirement Act, the Cash Relief Act of 1937 as amended was discontinued prospectively. Beneficiaries on the Cash Relief Act rolls prior to that date continue to draw Cash Relief Act benefits.

During fiscal year 1965 monthly payments for cash relief averaged $140,328 ($130,256 in the Company and $10,072 in the Government). In fiscal year 1964 monthly payments averaged $150,713, about $10,385 more per month. The total average monthly payment per case remained about $48.

During fiscal year 1965 there were 252 removals from the rolls due to death, 221 for the Company and 31 for the Government. The number of cash relief beneficiaries as of June 30, 1965, was 2,825 (2,612 for the Company and 213 for the Government).

Now pending in Congress is bill H.R. 5541, which would increase the maximum cash relief benefit from $55 to $65 per month. This would produce a new average payment of $58 per month. Included in the bill is a provision which would entitle widows of cash relief annuitants to an annuity equal to one-half the rate which the husband would receive if he were alive. This bill has passed the House of Representatives and is still pending in Congress.

During fiscal year 1965 there were no former employees eligible for repatriation under this program.

INCENTIVE AWARDS[1]

The Incentive Awards Program for the Panama Canal Company/Canal Zone Government is designed to encourage, recognize, and reward employees at all levels for their constructive ideas and meritorious job performances which result in increased efficiency and economy of operation.

This fiscal year 770 employee suggestions were submitted within the agency, a decrease of 266 under the 1,036 submitted in 1964. During the year awards were approved for 180 beneficial suggestions which were adopted. Benefits were estimated to amount to about $54,790 for these employee suggestions. Cash awards totaling $43,745 were made for adopted suggestions and 207 performance recommendations. Tangible benefits increased from $454,565 in fiscal year 1964 to $698,248 this year.

Some 212 honorary award nominations were received during the fiscal year, in comparison with 150 award recommendations in fiscal year 1964. In addition, a Superior Service Award was granted one employee for initiative that resulted in an estimated tangible benefit of $360,000.

In observance of the 10th-anniversary year of the Incentive Awards Program, seven special Presidential certificates were granted to individuals for their beneficial suggestions resulting in tangible benefits estimated at $141,683.

Prompt processing of all suggestions has been an aid in this program. Extensive written and pictorial publicity has been secured in Company publications and in Panama newspapers in both languages, and the presentation of a series of 35-mm. slides during employee discussions on the program were utilized to advantage.

SAFETY PROGRAM[1]

The principal duties of the Safety Branch are to supervise and promote the application of safety measures in all units of the Panama Canal Company and the Canal Zone Government, and to develop and improve accident prevention programs for those organizations, including the coordination of occupational health, sanitation and fire prevention activities with the overall accident prevention program.

During the year full-time safety supervisors and safety inspectors, responsible for handling safety matters in the Marine, Engineering and Construction, Transportation and Terminals, and Supply and Community Services Bureaus, continued their activities. The Office of the Comptroller, Personnel, Civil Affairs, and Health Bureaus utilized the services of employees assigned as part-time safety assistants, in addition to their other duties, for handling safety measures.

Membership was continued in the Consejo Interamericano de Seguridad, the Latin American counterpart and affiliate of the National Safety Council. Such membership enables the Company/Government to maintain better safety communication with non-English speaking or reading employees who are more interested and responsive to such materials when provided in their native language.

[1] Statistics in this section cover both Panama Canal Company and Canal Zone Government employees.

The highlight of the year in safety activities was President Johnson's inauguration of Mission Safety 70 on February 16, 1965. The goal of the Mission is to reduce by 30 percent the number of disabling injuries to Federal workers. It is his desire that this goal be reached by 1970. In compliance with requirements of the program, a detailed report of a careful and critical review of the Panama Canal Company/Canal Zone Government safety program was forwarded to the President on May 10, 1965. As a result of the review it was found that significant weaknesses in the execution of the program existed, and in an effort to minimize or eliminate such weaknesses several additional safety requirements were established in memorandum of May 24, 1965, to all operating bureau directors.

The existence and goal of Mission Safety 70 has been widely publicized to all employees and supervisors. The program will receive continuing emphasis until the goal is reached.

Personnel of the Safety Branch and the Health Bureau are conducting a feasibility study regarding the first-aid treatment of industrial injuries and occupational diseases by a separate clinic or industrial health dispensary. The Industrial Health Branch presently staffed by four physicians appears to be the logical organization to head up and provide such treatments and the study is being conducted with this objective in mind.

During the year, the Chief, Safety Branch, as Chairman of the ad hoc committee appointed by the Governor/President to investigate the need for and to develop suitable safety regulations to protect the health and safety of all longshoremen employed aboard vessels in Canal Zone waters, completed and submitted such regulations to the Office of the General Counsel. They were published on June 28, 1965, as General Order No. 32, Regulations Governing Stevedoring.

The Governor/President Safety Trophy, awarded each calendar year to the bureau achieving the highest percentage improvement in disabling injury frequency rate over its own previous 3-year average, was not awarded this year since no bureau met the requirements. During the first half of the fiscal year the accident rate continued higher than normal as it also was during the last half of the preceding fiscal year. However, improvement was shown in the last half of this fiscal year with the number of accidents for the January–June period totaling 86 as compared to 112 for the January–June 1964 period.

Outstanding safety achievements were as follows: the Canal Zone Division of Schools earned its ninth consecutive annual award for 100-percent participation in the National Safety Council School Safety Program which requires a comprehensive and highly successful safety program throughout the Canal Zone school system; and the Supply and Community Service Bureau earned the National Safety Council's "Award of Merit" for outstanding safety achievement for the period February 10, 1965, to May 23, 1965.

Three fatalities occurred during fiscal year 1965, two in the Transportation and Terminals Bureau, and a third in the Dredging Division. The fatality rate this year is equivalent to 1 accidental death for every 4,811 employees, as compared to the national average of 1 death for every 4,662 workers employed, as reported for calendar year 1963 by the National Safety Council. There was

one injury causing permanent partial disability as compared with five injuries last year and there were no permanent total disability cases this fiscal year. This year's disability injury frequency rate of 6.08 represents an 18-percent decrease over last year's rate of 7.42. This is the 10th consecutive year that the Company/Government frequency rate remained below the national all-industry average, which in 1964 was 7.94, as reported by the National Safety Council. This year's disabling injury severity rate of 728 represents a 55-percent increase over last year's rate of 469. While the total number of disabling injuries were fewer than in the previous year, the fact that there were three fatalities as against one in the previous year accounts for the increase in the severity rate.

Federal property damages were reported in the amount of $52,275 this year compared to $52,161 last year.

Safety Statistics

	Fiscal year	
	1965	*1964*
Employee-hours of exposure	29,125,244	28,850,835
Disabling injuries	177	214
Injuries causing permanent partial disability	1	5
Injuries causing permanent total disability	0	0
Frequency rate[1]	6.08	7.42
Severity rate[2]	728	469
Number of fatalities	3	1
Days charged	21,213	13,521

1 Disabling injuries per million employee-hours of exposure.
2 Severity rate is the time charged in days, per million employee-hours of exposure.

Chapter V

FINANCIAL REPORT AND STATISTICAL DATA

FINANCIAL STATEMENTS AND RELATED SUPPLEMENTARY REPORTS FOR THE YEAR ENDED JUNE 30, 1965

The financial statements of the Panama Canal Company appearing as tables 1 through 10, with the accompanying notes, present the financial position of the Company at June 30, 1965, and the financial results of its operations for the fiscal year then ended.

All statements have been examined by the General Auditor of the Panama Canal Company and are subject to audit by the General Accounting Office. Detailed audit reports of the General Accounting Office are directed to the Congress and are presented as congressional documents.

A brief financial review can be found on page 5 of the introduction.

Supplementary information concerning funds, operating results, payments to the U.S. Treasury, net direct investment of the U.S. Government, and retained revenue is presented in the tabulations and comments which follow.

Equity of the U.S. Government

The net direct investment (interest-bearing) of the U.S. Government in the Panama Canal Company was increased in excess of $1 million during the year primarily as the result of the reversal of excess valuation allowances for (1) early retirement of 25-cycle plant, $751,150, and (2) possible loss on obsolete and excess stocks, $337,269. Retained revenue was charged with $655,000 of abandoned construction projects, the costs of which were incurred in prior years.

Capital Expenditures

Company capital expenditures amounted to $10.6 million. The budgeted estimate for the year was $12.5 million. Expenditures in the transit operations exceeded $4 million, the principal expenditure being $2.6 million for locks towing locomotives. A total of $2.4 million was expended for purchase and installation of a steam turbine-generator for the electric power system.

11351—7

Table 1.—Comparative Statement of Financial

Assets	*1965*	*1964*
CURRENT ASSETS:		
Fund balances with U.S. Treasury and cash:		
Fund balance in U.S. Treasury checking account	$1,439,237	$3,837,620
Cash in commercial banks, on hand, and in transit	4,787,148	5,488,425
	6,226,385	9,326,045
Accounts receivable:		
Canal Zone Government and other U.S. Government agencies	3,481,936	1,652,034
Republic of Panama	2,391,330	2,264,277
Other	2,297,340	1,967,761
	8,170,606	5,884,072
Inventories (note 1):		
Materials and supplies (principally at standard cost) less allowances for excess, obsolete, and inactive stocks of $602,538 in 1964	7,221,165	6,412,868
Merchandise held for sale (at average cost)-	3,821,349	4,479,927
	11,042,514	10,892,795
Other current assets	173,008	133,930
Total current assets	25,612,513	26,236,842
FIXED ASSETS (note 2):		
Cost	662,700,296	658,591,459
Less depreciation and valuation allowances	198,544,696	198,103,928
	464,155,600	460,487,531
THATCHER FERRY BRIDGE:		
Capitalized construction costs	19,059,518	18,751,069
Less allowance for depreciation	998,499	690,374
	18,061,019	18,060,695
Fund balance with U.S. Treasury	138,427	1,315,340
	18,199,446	19,376,035
DEFERRED CHARGES AND OTHER ASSETS	652,422	696,118
	508,619,981	506,796,526

Automatic Data Processing

A major change in accounting technique was inaugurated on April 1, 1965, with the installation of a computer. The first phase, now on the computer, is that of inventory control. Systems studies in process will shortly result in use of the computer for payroll and personnel procedures.

NOTES TO FINANCIAL STATEMENTS

1. *Inventories.* Inventories of operating materials and supplies are stated principally at standard cost. Inventories of merchandise for sale are stated at average cost using the retail method for valuation.

Allowance for excess, obsolete, and inactive materials and supplies amounted to $602,538 at June 30, 1964. During fiscal year 1965 this allowance was charged with $265,000 for losses on excess, obsolete, and inactive stock. The

Condition June 30, 1965 and 1964

Liabilities and equity	*1965*	*1964*
CURRENT LIABILITIES:		
Accounts payable:		
U.S. Government agencies	$2,375,019	$1,615,239
Other	3,566,421	4,030,337
	5,941,440	5,645,576
Due U.S. Treasury	2,010,493	1,904,532
Accrued liabilities:		
Employees' leave liability	11,317,778	10,369,027
Salaries and wages	1,486,317	1,733,976
Claims for damages to vessels	618,180	252,750
Other	1,081,919	863,085
	14,504,194	13,218,838
Other current liabilities	958,448	861,117
Total current liabilities	23,414,575	21,630,063
RESERVES:		
Overhaul of locks	1,559,862	2,020,548
Maintenance of channels	----------	49,230
Non-capital power conversion costs	178,080	178,080
	1,737,942	2,247,858
EQUITY OF U.S. GOVERNMENT (note 3):		
Net direct investment, interest-bearing	329,830,278	328,812,302
Retained revenue, non-interest-bearing	135,437,740	134,730,268
Thatcher Ferry Bridge, non-interest-bearing	18,199,446	19,376,035
	483,467,464	482,918,605
	508,619,981	506,796,526

The accompanying "Notes to Financial Statements" are an integral part of this statement.

balance was closed out to the Company's interest-bearing investment. In the future, inventory losses, if any, will be charged to operations.

2. *Fixed assets.* Fixed assets generally are stated at cost, or if acquired from another Government agency at original cost to such agency. Valuation allowances have been established in accordance with sections 62 and 412 of title 2 of the Canal Zone Code (1) to offset the cost of defense facilities and suspended construction projects—principally the partial construction of a third set of locks abandoned in the early part of World War II—totaling $89.7 million (both the cost and the valuation allowances have been excluded from the statement of financial condition) and interest during original construction aggregating about $51 million and (2) to reduce to usable value the cost of those fixed assets transferred to the Company from The Panama Canal (agency) at July 1, 1951. Because of historical practice and a construing of the Canal

Zone Code as not requiring the depreciation or amortization of certain assets, depreciation or amortization allowances have not been provided on titles, treaty rights, and excavations of channels, harbors, basins, and other works costing about $310 million. If these assets were depreciated at the rate of 1 percent per annum, there would be an annual charge against operations of approximately $3 million. Depreciation allowances on all other fixed assets are accumulated on a straight-line basis.

3. *Equity of the U.S. Government.* The equity of the U.S. Government in the Company consists of the net direct investment, established in accordance with section 62 of title 2 of the Canal Zone Code, and the retained revenue. The Company is required to pay interest to the U.S. Treasury on the net direct investment at a rate established by the Secretary of the Treasury. The rates for 1965 and 1964 were, respectively, 3.457 and 3.328 percent.

The act of August 25, 1959 (73 Stat. 428), amended section 71 of title 2 of the Canal Zone Code to provide the Company with authority to borrow funds from the U.S. Treasury not to exceed $10 million outstanding at any time at interest rates to be determined by the Secretary of the Treasury.

The act of July 23, 1956 (70 Stat. 596), directed the Company to construct, maintain, and operate a high-level bridge across the Canal at Balboa, for which funds were appropriated. Because of national policy the costs of construction and of maintenance and operation are to be treated as extraordinary costs and are not to be related to the operations of the Company. Maintenance of the bridge for the year amounted to $232,668, the cost of which was financed from Company cash and the Company's interest-bearing investment reduced accordingly as authorized by law.

Beginning with fiscal year 1966, the Company will be required to absorb the cost of maintenance and depreciation on the bridge by general provision included in the 1966 Public Works Appropriation Act.

4. *Contingent and other liabilities.* The Company is contingently liable with respect to certain pending suits and claims. In addition, the Company has outstanding at all times certain liabilities of indeterminable amounts which are recognized in the accounts on an as-paid basis. These liabilities include, principally, monthly relief benefits payable to retired alien employees; repatriation costs earned by certain employees; benefits payable under provisions of the Federal Employees Compensation Act; and commitments for construction work, supplies, and services.

The maximum liability which could result from outstanding claims and lawsuits is estimated to be $2.7 million. The relief payments to be made to retired alien employees in fiscal year 1966 are estimated at $1.5 million. Repatriation allowances are payable to certain employees who, after completion of two years of service, are entitled to such allowances upon termination of their employment. The maximum liability for payment of repatriation at future dates is estimated not to exceed $6 million. Commitments under uncompleted construction contracts and unfilled purchase orders amounted to $5 million at June 30, 1965.

The Company held at June 30, 1965, negotiable U.S. Government securities and Republic of Panama securities in the face amount of $1,950,000 deposited

by customers and Panamanian insurance firms to guarantee contract performance and payment of tolls and other charges and, on behalf of the Canal Zone Government, negotiable securities in the face amount of $543,500 to guarantee payment of possible judgments against insurance companies operating in the Canal Zone.

Table 2.—Comparative Statement of Revenue and Expenses, Fiscal Years Ended June 30, 1965 and 1964

	1965	*1964*
REVENUE:		
Tolls	$65,502,769	$61,146,998
Credit for tolls on U.S. Government vessels	1,651,890	1,399,393
Commodities sold	24,310,613	23,281,107
Service sales and rentals	29,735,045	27,219,173
	121,200,317	113,046,671
OPERATING EXPENSES AND OTHER COSTS:		
Payroll and related costs	62,807,256	58,785,601
Material and other operating expenses	11,396,153	9,375,310
Cost of commodities sold	16,589,731	15,953,752
Depreciation	5,948,495	5,524,986
Net cost of Canal Zone Government	18,443,466	16,300,215
Interest on net direct investment of U.S. Government	11,375,288	10,950,382
	126,560,389	116,890,246
Less payroll and other costs transferred to Company capital projects and Canal Zone Government programs	7,754,299	6,504,886
Total operating expenses and other costs	118,806,090	110,385,360
Net revenue before recognition of loss on disposition of fixed assets	2,394,227	2,661,311
Deduct loss on disposition of fixed assets	851,788	499,406
NET REVENUE	$1,542,439	$2,161,905

Table 3.—Statement of Changes in Equity of the U.S. Government, Fiscal Year Ended June 30, 1965

	Net direct investment, interest-bearing	*Retained revenue, non-interest-bearing*	*Thatcher Ferry Bridge, non-interest-bearing*
EQUITY AT JULY 1, 1964	$328,812,302	$134,730,268	$19,376,035
Additions:			
Net revenues		1,542,439	
Reversal of excess valuation allowances for:			
Early retirement of 25-cycle plant	751,150		
Loss on obsolete and excess stock	337,269		
Reactivation of plant	103,248		
Loss on retirement of 25-cycle plant charged to operations in prior years, instead of valuation allowance established therefor		70,571	
Property transfers, other U.S. Government agencies, net	58,977		
	330,062,946	136,343,278	19,376,035
Reductions:			
Abandoned capital construction projects		654,982	
Reclassification of items previously capitalized		250,556	
Thatcher Ferry Bridge:			
Release excess construction appropriation			850,000
Provision for depreciation			308,125
Funded maintenance costs	232,668		
Municipal facilities, financed from bridge funds, transferred to the Canal Zone Government			18,464
	232,668	905,538	1,176,589
EQUITY AT JUNE 30, 1965	329,830,278	135,437,740	18,199,446

Table 4.—Statement of Source and Application of Funds, Fiscal Year Ended June 30, 1965

SOURCE OF FUNDS:		
Revenues		$121,200,317
Decrease in cash		3,099,660
Reversal of excess valuation allowance for obsolete and excess stock		337,269
Proceeds from disposition of fixed assets		101,613
		124,738,859
APPLICATION OF FUNDS:		
Operating expenses and other costs		119,657,878
Less operating expenses not requiring expenditure of funds:		
Provision for depreciation	$5,948,495	
Provision for maintenance of channels	3,420,658	
Provision for locks overhaul	987,000	
Loss on disposition of fixed assets	851,788	
Other	166,235	11,374,176
		108,283,702
Capital expenditures		10,614,095
Channel maintenance expenditures		3,469,888
Canal locks overhaul expenditures		1,447,687
Thatcher Ferry Bridge maintenance		232,668
Net change in other working capital		690,819
		124,738,859

Table 5.—Statement of Revenue and Operating Expenses, Fiscal Year Ended June 30, 1965

	Revenue	*Operating expenses*	*Operating income*
TRANSIT OPERATIONS (table 6)	$73,853,079	$32,299,554	$41,553,525
SUPPORTING SERVICES (table 7):			
Maritime services	11,155,433	9,290,307	1,865,126
Employees' services	26,277,689	26,215,710	61,979
Transportation and utilities	6,571,192	6,365,089	206,103
Other supporting services	3,342,924	2,999,758	343,166
	47,347,238	44,870,864	2,476,374
	121,200,317	77,170,418	44,029,899
GENERAL CORPORATE EXPENSES:			
Net cost of Canal Zone Government			18,443,466
Administrative and other general expenses (table 8)			12,668,706
Interest on net direct investment of the U.S. Government			11,375,288
			42,487,460
NET REVENUE			1,542,439

Table 6.—Transit Operations, Statement of Revenue and Operating Expenses, Fiscal Year Ended June 30, 1965

REVENUE:				
Canal tolls				$65,502,769
Credit for tolls on U.S. Government vessels				1,651,890
Harbor pilotage, tug, launch, and other services				6,698,420
Total revenue				73,853,079
OPERATING EXPENSES:	*Direct Expenses*	*Depreciation*		
Navigation services and control	$11,986,397	$278,296		
Operation and maintenance of locks	8,738,022	1,321,897		
Provision for channel maintenance	3,420,658			
Dredging of channel and harbors	3,230,958	367,026		
Diesel power generation	1,323,426			
Provision for periodic overhaul of locks	987,000			
Meteorology and hydrography services	686,018	10,760		
Locks security force	524,088			
Annuity to Republic of Panama (repayment to U.S. Treasury)	430,000			
Damage to vessels	429,312			
Operation and maintenance of dams, reservoirs, and spillways	85,889	113,700		
Miscellaneous	266,948	6,036		
Total operating expenses	32,108,716	2,097,715	34,206,431	
Less charges to other activities			1,906,877	
Net operating expenses				32,299,554
OPERATING INCOME				41,553,525

Table 7.—Supporting Services, Statement of Revenue and Operating Expenses, Fiscal Year Ended June 30, 1965

	Revenues				*Operating expenses*					
	Sales of commodities	*Sales of services*	*Rental of quarters*	*Total revenue*	*Direct expenses*	*Cost of commodities sold*	*Depreciation*	*Less charges to other activities*	*Total operating expenses*	*Operating income or (loss)*
MARITIME SERVICES:										
Marine terminals	----------	$9,902,938	----------	$9,902,938	$8,451,447	----------	$289,618	$560,820	$8,180,245	$1,722,693
Vessel repairs	----------	1,252,495	----------	1,252,495	4,100,064	----------	114,044	3,104,046	1,110,062	142,433
	----------	11,155,433	----------	11,155,433	12,551,511	----------	403,662	3,664,866	9,290,307	1,865,126
EMPLOYEES' SERVICES:										
Marketing operations	$22,481,017	451,520	----------	22,932,537	8,714,203	$15,424,398	283,605	1,139,125	23,283,081	(350,544)
U.S. community housing	----------	----------	$2,543,801	2,543,801	1,559,333	----------	561,569	29,431	2,091,471	452,330
Latin American community housing	----------	----------	801,351	801,351	719,079	----------	131,635	9,556	841,158	(39,807)
	22,481,017	451,520	3,345,152	26,277,689	10,992,615	15,424,398	976,809	1,178,112	26,215,710	61,979
TRANSPORTATION AND UTILITIES:										
Railroad	----------	1,204,419	----------	1,204,419	1,805,457	----------	94,960	610,147	1,290,270	(85,851)
Motor transportation	----------	288,044	----------	288,044	2,665,494	----------	268,700	2,657,173	277,021	11,023
Water transportation	39,266	350,579	----------	389,845	3,271,056	24,578	89,652	3,025,521	359,765	30,080
Power system	----------	2,763,000	----------	2,763,000	4,475,916	----------	931,037	2,821,568	2,585,385	177,615
Communication system	----------	437,296	----------	437,296	778,879	----------	126,375	473,672	431,582	5,714
Water system	----------	1,488,588	----------	1,488,588	1,366,770	----------	312,553	339,794	1,339,529	149,059
Central air-conditioning system	----------	----------	----------	----------	148,331	----------	54,528	121,322	81,537	(81,537)
	39,266	6,531,926	----------	6,571,192	14,511,903	24,578	1,877,805	10,049,197	6,365,089	206,103
OTHER SUPPORTING SERVICES:										
Engineering and maintenance service	----------	823,280	----------	823,280	11,685,052	----------	126,931	11,194,611	617,372	205,908
Storehouse	1,130,282	25,503	----------	1,155,782	5,534,424	867,888	149,472	5,471,645	1,080,139	75,643
Scrap operations	245,918	50	----------	245,968	75,384	88,896	6,060	13,945	156,395	89,573
Tivoli guest house	414,130	233,922	----------	648,052	567,439	183,971	29,498	66,373	714,535	(66,483)
Printing plant	----------	43,157	----------	43,157	648,657	----------	25,086	638,987	34,756	8,401
Grounds maintenance	----------	364,705	----------	364,705	1,640,619	----------	38,940	1,343,419	336,140	28,565
Procurement	----------	----------	----------	----------	277,384	----------	1,140	278,524	----------	----------
General community and custodial services	----------	41,788	----------	41,788	757,638	----------	9,355	726,764	40,229	1,559
Sea level canal support division	----------	20,192	----------	20,192	20,192	----------	----------	----------	20,192	----------
	1,790,330	1,552,594	----------	3,342,924	21,206,789	1,140,755	386,482	19,734,268	2,999,758	343,166
TOTAL	24,310,613	19,691,473	3,345,152	47,347,238	59,262,818	16,589,731	3,644,758	34,626,443	44,870,864	2,476,374

Table 8.—Administrative and Other General Expenses, Fiscal Year Ended June 30, 1965

EXECUTIVE DIRECTION:		
Board of directors	$19,764	
Office of the president	719,168	
Information office	449,897	
Tourist facilities	70,780	
Office of the secretary	78,723	
Consultants and advisers	178,069	$1,516,401
OPERATIONS DIRECTION:		
General and special engineering services	301,501	
Office of the engineering and construction director	185,437	
Office of the marine director	105,313	
Office of the supply and community service director	135,628	
Office of the transportation and terminals director	92,058	819,937
FINANCIAL MANAGEMENT:		
Office of the comptroller	3,466,617	
Annual audit	61,000	3,527,617
PERSONNEL ADMINISTRATION:		
Personnel bureau	1,099,312	
Apprentice program	157,183	1,256,495
GENERAL SERVICES:		
Administrative branch	696,272	
Maintenance of buildings	416,952	
Public services	70,166	
Miscellaneous	68,992	1,252,382
EMPLOYMENT COSTS:		
Alien cash relief	1,563,159	
Employees' home leave travel	993,780	
Recruitment and repatriation	408,314	
Leave liability variation	373,816	
Death and disability compensation	193,967	
Contribution for employees' health benefit association	154,433	
Medical and other services for alien cash relief annuitants	108,233	
Contribution for employees' group life insurance	80,120	
Transportation of employees' vehicles	52,009	
Over-distribution of civil service retirement contribution	(38,984)	
Miscellaneous	82,365	3,971,212
OTHER EXPENSES:		
Loss on disposition of fixed assets	851,788	
Depreciation	206,022	
Law suits and tort claims	177,681	
Civil disturbances	11,778	1,247,269
		13,591,313
LESS REIMBURSEMENTS AND OTHER CREDITS:		
Expenses allocated to Canal Zone Government	750,000	
Miscellaneous	172,607	922,607
NET ADMINISTRATIVE AND OTHER GENERAL EXPENSES		12,668,706

Table 9.—Inventories, June 30, 1965

MATERIALS AND SUPPLIES:	
Storehouse branch:	
General materials and supplies	$4,944,686
Petroleum products	227,511
Scrap	138,825
In transit to Isthmus	356,408
	5,667,430
Other divisions' stock:	
Locks division	157,079
Vessel repair	63,896
Railroad division	195,214
Marine terminals	95,110
Water transportation	59,250
Motor transportation division	369
Retail stores and allied operations	131,654
Service centers	53,529
Printing plant	15,049
Dredging division	198,776
Water system	67,229
Power system	67,245
Construction and maintenance activities	271,421
	1,375,821
Manufacturing and repair work in progress:	
Vessel repair	176,563
Other units	1,351
	177,914
Total materials and supplies	7,221,165
MERCHANDISE HELD FOR SALE:	
Retail stores and allied operations:	
In warehouses and in stores	3,052,047
In transit	497,397
	3,549,444
Water transportation	2,129
Service centers	224,071
Tivoli guest house	45,705
Total merchandise held for sale	3,821,349
TOTAL INVENTORIES	11,042,514

Table 10.—Comparative Statement of Fixed Assets, June 30, 1965 and 1964

	1965		1964	
	Cost	Depreciation and valuation allowances	Cost	Depreciation and valuation allowances
TRANSIT FACILITIES:				
Titles and treaty rights:				
Treaty payments to Republic of Panama, 1904	$10,000,000	----------	$10,000,000	----------
Depopulation of Canal Zone	4,728,889	----------	4,728,889	----------
	14,728,889	----------	14,728,889	----------
Canal excavation, fills, and embankments:				
Canal channel, harbors, and basins	257,307,220	----------	257,076,938	----------
Dams	14,999,298	----------	14,999,298	----------
Locks excavations	11,613,816	----------	11,613,816	----------
Breakwaters	9,324,423	----------	9,324,423	----------
Spillways	1,733,998	----------	1,733,998	----------
	294,978,755	----------	294,748,473	----------
Interest during construction	50,892,311	$50,892,311	50,892,311	$50,892,311
Canal structures and equipment:				
Locks division	89,261,835	40,907,101	86,284,828	41,513,478
Dredging division	15,102,527	9,851,304	14,873,938	9,457,889
Dams and spillways	10,048,474	4,312,531	10,036,511	4,198,831
Port captains	5,611,934	2,705,382	5,897,404	2,824,052
Aids to navigation	2,877,508	1,443,206	2,803,731	1,374,174
Meteorological and hydrographic branch	202,299	123,509	227,511	141,678
Industrial division	266,539	188,647	250,228	182,752
Engineering division	138,167	62,017	142,766	59,013
	123,509,283	59,593,697	120,516,917	59,751,867
Total transit facilities	484,109,238	110,486,008	480,886,590	110,644,178
SUPPORTING AND GENERAL FACILITIES:				
Maritime services:				
Harbor terminals	21,712,443	16,713,263	21,334,590	16,318,927
Vessel repair	7,424,647	4,277,418	7,363,192	4,170,658
Drydock excavation	126,457	63,229	126,457	63,229
	29,263,547	21,053,910	28,824,239	20,552,814

Employees' services:				
Retail stores and allied operations	6,763,024	3,199,587	6,968,612	3,297,457
Service centers	3,809,346	1,502,653	3,712,292	1,440,799
Housing division	42,983,635	14,898,124	42,774,699	14,345,971
	53,556,005	19,600,364	53,455,603	19,084,227
Transportation and utilities services:				
Railroad	12,085,538	9,806,298	12,071,904	9,735,458
Motor transportation division	3,521,085	1,659,298	3,139,308	1,545,018
Power system	31,552,067	12,139,612	31,481,813	12,804,282
Communication system	4,100,100	2,733,632	3,933,534	2,612,000
Water system	13,500,219	6,986,309	13,048,587	6,673,987
Water transportation division	4,631,195	3,797,734	4,593,820	3,706,800
Central air-conditioning service	1,848,520	136,608	1,702,240	82,080
	71,238,724	37,259,491	69,971,206	37,159,625
Other supporting services:				
Engineering maintenance	3,721,477	2,086,158	3,602,874	1,955,060
Storehouse division	4,333,388	1,899,875	4,148,310	1,733,971
Tivoli guest house	873,080	497,220	821,991	470,660
Printing plant	636,935	227,270	659,620	209,814
Grounds maintenance	599,795	367,180	565,033	333,419
Procurement	18,765	12,321	20,581	11,952
Housing division	248,957	107,241	269,603	116,369
	10,432,397	5,197,265	10,088,012	4,831,245
General facilities:				
Miscellaneous Company buildings	6,258,937	3,258,737	5,860,717	2,980,178
Miscellaneous office equipment	672,479	408,848	625,421	374,604
	6,931,416	3,667,585	6,486,138	3,354,782
Total supporting and general facilities	171,422,089	86,778,615	168,825,198	84,982,693
CONSTRUCTION WORK IN PROGRESS	5,462,416	----------	5,647,068	----------
RETIREMENTS IN PROGRESS	578,330	498,290	2,031,853	1,660,114
FACILITIES HELD FOR FUTURE USE	1,128,223	781,783	1,200,750	816,943
TOTAL	662,700,296	198,544,696	658,591,459	198,103,928

Table 11.—Ocean Traffic Through Panama Canal—Fiscal Years 1955 Through 1965

	Total traffic			Traffic assessed tolls on net tonnage basis		Traffic assessed tolls on displacement tonnage basis	
	Number of transits	Tolls	Tons of cargo	Number of transits	Panama Canal net tonnage	Number of transits	Displacement tonnage
			Commercial Ocean Traffic				
1955	7,997	$33,849,477	40,646,301	7,953	38,567,769	44	136,987
1956	8,209	36,153,842	45,119,042	8,157	41,202,961	52	126,233
1957	8,579	38,444,128	49,702,200	8,540	43,628,210	39	155,055
1958	9,187	41,795,905	48,124,809	9,162	47,924,345	25	78,691
1959	9,718	45,528,728	51,153,096	9,682	52,153,563	36	112,609
1960	10,795	50,939,428	59,258,219	10,745	58,301,926	50	193,471
1961	10,866	54,127,877	63,669,738	10,823	61,826,002	43	140,760
1962	11,149	57,289,705	67,524,552	11,096	65,378,845	53	197,390
1963	11,017	56,368,073	62,247,094	10,973	64,438,115	44	110,002
1964	11,808	61,098,312	70,550,090	11,756	69,632,611	52	134,221
1965	11,834	65,442,633	76,573,071	11,777	74,734,814	57	208,205
			Government Ocean Traffic				
1955	296	$1,190,367	838,305	227	1,184,135	69	341,199
1956	266	1,215,883	1,150,121	219	1,286,841	47	226,813
1957	269	1,117,467	922,173	199	1,086,564	70	392,671
1958	279	972,110	791,310	224	1,020,267	55	219,938
1959	204	965,643	1,012,842	172	1,047,674	32	120,562
1960	182	813,313	804,581	148	864,177	34	134,965
1961	188	997,842	1,149,934	160	1,088,393	28	130,905
1962	191	1,028,396	1,126,418	166	1,095,074	25	135,236
1963	300	1,460,281	1,115,352	213	1,387,597	87	552,928
1964	285	1,395,548	1,177,269	184	1,337,065	101	493,655
1965	284	1,649,048	1,923,538	216	1,733,736	68	332,827
			Total Ocean Traffic				
1955	8,293	$35,039,844	41,484,606	8,180	39,751,904	113	478,186
1956	8,475	37,369,725	46,269,163	8,376	42,489,802	99	353,046
1957	8,848	39,561,595	50,624,373	8,739	44,714,774	109	547,726
1958	9,466	42,768,015	48,916,119	9,386	48,944,612	80	298,629
1959	9,922	46,494,371	52,165,938	9,854	53,201,237	68	233,171
1960	10,977	51,752,741	60,062,800	10,893	59,166,103	84	328,436
1961	11,054	55,125,720	64,819,672	10,983	62,914,395	71	271,665
1962	11,340	58,318,100	68,650,970	11,262	66,473,919	78	332,626
1963	11,317	57,828,354	63,362,446	11,186	65,825,712	131	662,930
1964	12,093	62,493,860	71,727,359	11,940	70,969,676	153	627,876
1965	12,118	67,091,681	78,496,609	11,993	76,468,550	125	541,032

Table 12.—Traffic by Months—Fiscal Years 1965 and 1964

	Number of transits		Panama Canal net tonnage		Tons of cargo		Tolls	
	1964–65	1963–64	1964–65	1963–64	1964–65	1963–64	1964–65	1963–64
July	1,004	944	6,069,346	5,566,473	6,062,061	5,923,878	$5,313,002	$4,897,955
August	1,004	945	6,273,555	5,491,930	6,604,144	5,641,432	5,497,262	4,841,525
September	970	923	6,088,409	5,509,268	6,227,125	5,701,689	5,338,810	4,836,521
October	1,018	980	6,251,961	5,862,742	6,248,022	5,925,018	5,483,920	5,153,861
November	988	946	6,231,182	5,583,490	6,155,639	5,398,696	5,435,138	4,879,040
December	1,021	958	6,425,276	5,578,589	6,644,998	5,690,973	5,641,252	4,897,036
January	921	1,015	5,691,902	5,856,561	5,705,541	5,831,527	4,981,492	5,139,945
February	819	997	5,196,236	5,899,302	5,160,125	6,186,786	4,523,274	5,192,816
March	1,084	1,077	7,106,826	6,268,488	7,069,785	6,268,912	6,231,396	5,480,020
April	1,052	1,011	6,723,947	5,924,349	6,997,717	5,912,355	5,888,034	5,202,264
May	1,010	1,012	6,537,708	6,105,355	6,631,196	6,166,497	5,731,746	5,355,460
June	943	999	6,138,466	5,986,064	6,466,718	5,902,327	5,377,307	5,221,869
Total	11,834	11,808	74,734,814	69,632,611	76,573,071	70,550,090	$65,442,633	$61,098,312
Average per month	986	984	6,227,901	5,802,718	6,381,089	5,879,174	$5,453,553	$5,091,526

NOTE.—The above includes only commercial vessels of 300 net tons and over (Panama Canal measurement), or of 500 displacement tons and over on vessels paying tolls on a displacement tonnage basis. Statistics on these vessels, except as relates to displacement tonnage, have been included in the table above.

Table 13.—Canal Traffic[1] by Nationality of Vessel—Fiscal Year 1965

Nationality	Number of Transits	Measured Tonnage: Panama Canal Net	Measured Tonnage: Registered Gross	Tolls	Tons of Cargo
Argentinian	1			$1,526	
Belgian	49	264,289	301,040	217,750	187,124
Brazilian	3	11,016	13,852	9,323	9,969
British	1,339	9,441,036	12,828,431	8,291,824	8,846,718
Bulgarian	2	12,988	18,042	11,689	22,582
Chilean	115	675,192	878,699	606,425	827,651
Chinese (Nationalist)	103	641,259	851,515	577,133	823,032
Chinese (Republic)	17	102,439	140,315	92,195	134,075
Colombian	246	940,690	1,044,722	844,112	395,192
Cuban	5	34,393	48,167	30,954	52,719
Danish	283	1,892,129	2,186,036	1,664,459	1,789,141
Ecuadorian	25	117,420	133,425	105,615	40,370
Finnish	27	166,841	209,965	149,251	158,873
French	172	863,809	1,126,811	800,476	709,310
German	1,186	5,323,945	5,472,820	4,614,242	3,520,170
Ghanaian	1	5,393	7,583	4,854	8,965
Greek	575	4,199,496	5,552,428	3,682,461	5,734,249
Guinean	4	28,801	39,875	25,921	46,518
Haitian	1	6,265	8,464	4,511	
Honduran	268	327,387	532,353	274,416	152,223
Icelandic	2	18,044	22,976	14,616	15,904
Indian	8	113,509	151,824	101,041	210,758
Indonesian	2	6,763	7,434	6,536	2,166
Irish	12	90,025	127,278	79,398	139,266
Israeli	59	407,761	514,782	361,870	438,729
Italian	192	1,550,597	2,072,618	1,360,631	1,223,355
Japanese	804	4,886,276	6,552,046	4,377,156	4,909,656
Korean (South)	15	80,381	108,045	68,499	72,675
Kuwait	2	1,904	3,020	1,542	565
Lebanese	34	181,007	242,954	157,977	246,060
Liberian	1,118	9,554,288	12,372,983	8,235,514	13,233,873
Mexican	42	104,311	138,983	95,405	118,465
Netherlands	618	2,680,774	3,554,173	2,336,989	2,612,450
Nicaraguan	62	151,273	149,880	135,593	93,580
Norwegian	1,446	10,992,214	14,100,471	9,588,919	13,188,315
Panamanian	518	2,300,996	2,931,317	1,912,766	2,260,665
Peruvian	153	568,942	770,615	522,107	774,426
Philippine	84	550,848	799,510	494,557	347,839
Spanish	11	36,452	40,702	33,896	31,346
Swedish	388	2,621,579	3,580,852	2,308,224	2,573,845
Swiss	82	141,450	155,721	117,796	66,915
United States	1,678	12,197,141	15,557,083	10,724,351	9,986,170
Soviet	48	294,674	409,663	258,959	388,336
Venezuelan	17	22,791	35,108	27,590	28,291
Yugoslavian	17	126,026	129,542	111,564	150,540
Total, fiscal year—					
1965	11,834	74,734,814	95,924,123	$65,442,633	76,573,071
1964	11,808	69,632,611	89,829,766	61,098,312	70,550,090
1963	11,017	64,438,115	83,832,893	56,368,073	62,247,094

1 Includes only commercial vessels of 300 net tons and over (Panama Canal measurement), or of 500 displacement tons and over on vessels paying tolls on displacement basis (dredges, warships, etc.).

NOTE.—In Canal traffic statistics, foreign naval vessels such as transports, supply ships, tankers, etc., with a measurement of 300 net tons (Panama Canal measurement) and over, and vessels of war, dredges, etc., with a displacement of 500 tons and over are classified as oceangoing commercial vessels. Statistics on these vessels, except as relates to displacement tonnage, have been included in the table above. As displacement tonnage cannot be combined with net tonnage the following table shows statistics covering 57 vessels which transited the Canal during fiscal year 1965 and paid tolls on displacement tonnage:

Nationality	Type	Number of transits	Displacement tonnage	Tolls
Argentinian	Naval	1	3,051	$1,526
Brazilian	Drydock	1	800	400
British	Naval	11	45,686	22,843
Chilean	do	3	7,272	3,636
French	do	15	76,405	38,202
German	do	1	5,708	2,854
Greek	do	1	1,825	912
Indonesian	do	1	898	449
Mexican	do	6	9,756	4,878
Peruvian	do	6	27,167	13,584
Spanish	do	2	4,050	2,025
Swedish	do	1	4,120	2,060
United States	Dredge	1	2,067	1,033
Do	Barge	1	2,830	1,415
Venezuelan	Naval	6	16,570	8,285
Total		57	208,205	$104,102

Table 14.—Classification of Canal Traffic[1] by Type of Vessel—Fiscal Year 1965

	Vessels of U.S. registry			Vessels of foreign registry			Total traffic		
	Atlantic to Pacific	*Pacific to Atlantic*	*Total*	*Atlantic to Pacific*	*Pacific to Atlantic*	*Total*	*Atlantic to Pacific*	*Pacific to Atlantic*	*Total*
CARGO AND CARGO/PASSENGER SHIPS:									
Tank ships, laden:									
Number of transits	87	66	153	776	82	858	863	148	1,011
Panama Canal net tonnage	1,090,158	746,012	1,836,170	7,103,341	624,150	7,727,491	8,193,499	1,370,162	9,563,661
Tolls	$981,142	$671,411	$1,652,553	$6,393,007	$561,735	$6,954,742	$7,374,149	$1,233,146	$8,607,295
Cargo (long tons)	2,013,716	1,052,902	3,066,618	12,676,866	936,962	13,613,828	14,690,582	1,989,864	16,680,446
Tank ships, ballast:									
Number of transits	----------	52	52	26	553	579	26	605	631
Panama Canal net tonnage	----------	818,067	818,067	203,175	4,620,683	4,823,858	203,175	5,438,750	5,641,925
Tolls	----------	$589,008	$589,008	$146,286	$3,326,892	$3,473,178	$146,286	$3,915,900	$4,062,186
Ore ships, laden:									
Number of transits	----------	3	3	----------	125	125	----------	128	128
Panama Canal net tonnage	----------	15,486	15,486	----------	1,939,611	1,939,611	----------	1,955,097	1,955,097
Tolls	----------	$13,937	$13,937	----------	$1,745,650	$1,745,650	----------	$1,759,587	$1,759,587
Cargo (long tons)	----------	70,600	70,600	----------	4,160,705	4,160,705	----------	4,231,305	4,231,305
Ore ships, ballast:									
Number of transits	1	----------	1	34	2	36	35	2	37
Panama Canal net tonnage	5,173	----------	5,173	385,296	22,648	407,944	390,469	22,648	413,117
Tolls	$3,725	----------	$3,725	$277,413	$16,306	$293,719	$281,138	$16,306	$297,444
Passenger ships, laden:[2]									
Number of transits	79	74	153	82	90	172	161	164	325
Panama Canal net tonnage	761,343	725,005	1,486,348	743,528	889,814	1,633,342	1,504,871	1,614,819	3,119,690
Tolls	$685,209	$652,505	$1,337,714	$669,175	$809,832	$1,470,007	$1,354,384	$1,453,337	$2,807,721
Cargo (long tons)	146,780	308,014	454,794	183,137	328,605	511,742	329,917	636,619	966,536
Passenger ships, ballast:[2]									
Number of transits	----------	----------	----------	----------	----------	----------	----------	----------	----------
Panama Canal net tonnage	----------	----------	----------	----------	----------	----------	----------	----------	----------
Tolls	----------	----------	----------	----------	----------	----------	----------	----------	----------
General cargo ships, laden:[3]									
Number of transits	584	603	1,187	3,280	3,928	7,208	3,864	4,531	8,395
Panama Canal net tonnage	3,754,770	3,650,562	7,405,332	20,609,205	21,290,448	41,899,653	24,363,975	24,941,010	49,304,985
Tolls	$3,379,293	$3,285,506	$6,664,799	$18,548,285	$19,161,404	$37,709,689	$21,927,578	$22,446,910	$44,374,488
Cargo (long tons)	3,334,153	3,053,834	6,387,987	24,513,115	23,707,942	48,221,057	27,847,268	26,761,776	54,609,044
General cargo ships, ballast:[3]									
Number of transits	66	47	113	912	135	1,047	978	182	1,160
Panama Canal net tonnage	268,420	295,552	563,972	3,216,242	760,759	3,977,001	3,484,662	1,056,311	4,540,973
Tolls	$193,262	$212,797	$406,059	$2,315,694	$547,747	$2,863,441	$2,508,956	$760,544	$3,269,500
OTHER TYPE SHIPS:									
Naval vessels:									
Number of transits	----------	----------	----------	34	20	54	34	20	54
Displacement tonnage	----------	----------	----------	128,252	74,256	202,508	128,252	74,256	202,508
Tolls	----------	----------	----------	$64,126	$37,128	$101,254	$64,126	$37,128	$101,254

Cable ships, yachts, etc.:									
Number of transits	6	10	16	39	38	77	45	48	93
Panama Canal net tonnage	16,536	50,057	66,593	69,116	59,657	128,773	85,652	109,714	195,366
Displacement tonnage		4,897	4,897		800	800		5,697	5,697
Tolls	$14,456	$42,100	$56,556	$61,132	$45,470	$106,602	$75,588	$87,570	$163,158
Cargo (long tons)	2,121	4,050	6,171	79,108	461	79,569	81,229	4,511	85,740
SUMMARY:									
Total cargo and cargo/passenger ships, laden:									
Number of transits	750	746	1,496	4,138	4,225	8,363	4,888	4,971	9,859
Panama Canal net tonnage	5,606,271	5,137,065	10,743,336	28,456,074	24,744,023	53,200,097	34,062,345	29,881,088	63,943,433
Tolls	$5,045,644	$4,623,359	$9,669,003	$25,610,467	$22,269,621	$47,880,088	$30,656,111	$26,892,980	$57,549,091
Cargo (long tons)	5,494,649	4,485,350	9,979,999	37,373,118	29,134,214	66,507,332	42,867,767	33,619,564	76,487,331
Total cargo and cargo/passenger ships, ballast:									
Number of transits	67	99	166	972	690	1,662	1,039	789	1,828
Panama Canal net tonnage	273,593	1,113,619	1,387,212	3,804,713	5,494,090	9,208,803	4,078,306	6,517,709	10,596,015
Tolls	$196,987	$801,805	$998,792	$2,739,393	$3,890,945	$6,630,338	$2,936,380	$4,692,750	$7,629,130
Total other type ships:									
Number of transits	6	10	16	73	58	131	79	68	147
Panama Canal net tonnage	16,536	50,057	66,593	69,116	59,657	128,773	85,652	109,714	195,366
Displacement tonnage		4,897	4,897	128,252	75,056	203,308	128,252	79,953	208,205
Tolls	$14,456	$42,100	$56,556	$125,258	$82,598	$207,856	$139,714	$124,698	$264,412
Cargo (long tons)	2,121	4,050	6,171	79,108	461	79,569	81,229	4,511	85,740
Grand total ships:									
Number of transits	823	855	1,678	5,183	4,973	10,156	6,006	5,828	11,834
Panama Canal net tonnage	5,896,400	6,300,741	12,197,141	32,329,903	30,207,770	62,537,673	38,226,303	36,508,511	74,734,814
Displacement tonnage		4,897	4,897	128,252	75,056	203,308	128,252	79,953	208,205
Tolls	$5,257,087	$5,467,264	$10,724,351	$28,475,118	$26,243,164	$54,718,282	$33,732,205	$31,710,428	$65,442,633
Cargo (long tons)	5,496,770	4,489,400	9,986,170	37,452,226	29,134,675	66,586,901	42,948,996	33,624,075	76,573,071

[1] Includes only commercial vessels of 300 net tons and over (Panama Canal measurement) for vessels paying tolls on net tonnage basis, or of 500 displacement tons and over for vessels paying on displacement tonnage.

[2] Vessels certificated for more than 12 passengers.

[3] Vessels certificated for 12 passengers or less, or without passenger accommodations.

Table 15.—Laden and Ballast Traffic by Nationality of Vessel Fiscal Year 1965

Nationality	Laden			Ballast		
	Number of transits	Panama Canal net tonnage	Tolls	Number of transits	Panama Canal net tonnage	Tolls
Belgian	27	152,569	$137,312	22	111,720	$80,438
Brazilian	1	5,508	4,957	1	5,508	3,966
British	1,136	8,174,640	7,357,176	192	1,266,396	911,805
Bulgarian	2	12,988	11,689			
Chilean	108	648,058	583,252	4	27,134	19,536
Chinese (Natl.)	103	641,259	577,133			
Chinese (Rep.)	17	102,439	92,195			
Colombian	236	926,750	834,075	10	13,940	10,037
Cuban	5	34,393	30,954			
Danish	252	1,678,477	1,510,629	31	213,652	153,829
Ecuadorian	24	117,069	105,362	1	351	253
Finnish	26	161,809	145,628	1	5,032	3,623
French	135	779,615	701,654	22	84,194	60,620
German	931	4,323,041	3,890,737	254	1,000,904	720,651
Ghanaian	1	5,393	4,854			
Greek	501	3,655,061	3,289,555	73	544,435	391,993
Guinean	4	28,801	25,921			
Haitian				1	6,265	4,511
Honduran	154	214,990	193,491	114	112,397	80,926
Icelandic	1	9,022	8,120	1	9,022	6,496
Indian	7	107,304	96,574	1	6,205	4,468
Indonesian	1	6,763	6,087			
Irish	11	81,001	72,901	1	9,024	6,497
Israeli	55	379,347	341,412	4	28,414	20,458
Italian	176	1,356,674	1,221,007	16	193,923	139,624
Japanese	787	4,772,428	4,295,185	17	113,848	81,971
Korean (South)	11	59,027	53,124	4	21,354	15,375
Kuwait	1	952	857	1	952	685
Lebanese	29	153,624	138,262	5	27,383	19,716
Liberian	893	7,535,702	6,782,132	225	2,018,586	1,453,382
Mexican	29	85,682	77,114	7	18,629	13,413
Netherlands	451	2,260,179	2,034,161	167	420,595	302,828
Nicaraguan	60	148,200	133,380	2	3,073	2,212
Norwegian	1,208	9,302,914	8,372,623	238	1,689,300	1,216,296
Panamanian	325	1,422,498	1,280,248	193	878,498	632,519
Peruvian	144	549,362	494,426	3	19,580	14,098
Philippine	83	544,148	489,733	1	6,700	4,824
Spanish	8	31,257	28,131	1	5,195	3,740
Swedish	347	2,325,706	2,093,135	40	295,873	213,029
Swiss	44	88,620	79,758	38	52,830	38,038
United States	1,505	10,777,560	9,699,804	171	1,419,581	1,022,098
Soviet	43	259,964	233,968	5	34,710	24,991
Yugoslavian	16	115,698	104,128	1	10,328	7,436
Venezuelan	7	16,087	14,478	4	6,704	4,827
Total, fiscal year—						
1965	9,905	64,052,579	$57,647,322	1,872	10,682,235	$7,691,209
1964	9,826	60,531,787	54,478,608	1,930	9,100,824	6,552,593
1963	9,098	55,097,940	49,588,146	1,875	9,340,175	6,724,926

NOTE.—Above table involves only commercial vessels of 300 net tons or over, Panama Canal measurement.

Table 16.—Frequency of Transits[1] of Vessels Through Panama Canal—Fiscal Year 1965

Number of vessels making indicated number of transits

Nationality	*1*	*2*	*3*	*4*	*5*	*6*	*7*	*8*	*9*	*10*	*11*	*12*	*13*	*14*	*15*	*16*	*17*	*18*	*19*	*20*	*21*	*22*	*23*	*24*	*25*	*26*	*27*	*28*	*29*	*30*	*31*
Argentinian	1	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
Belgian	---	3	3	---	---	1	1	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---	---
Brazilian	1	1	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
British	174	134	61	40	34	27	6	3	3	2	---	1	1	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
Bulgarian	2	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
Chilean	5	2	---	1	---	---	---	2	2	1	2	3	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
Chinese (Nationalist)	11	10	5	6	3	3	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
Chinese (Republic)	5	6	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
Colombian	4	3	---	---	1	---	1	---	---	1	---	1	1	1	---	3	4	1	---	1	1	---	---	---	---	---	---	---	---	---	---
Cuban	3	1	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
Danish	21	17	12	6	7	8	4	2	1	2	---	1	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
Ecuadorian	2	1	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---
Finnish	3	4	1	---	---	1	1	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
French	25	17	3	7	3	3	5	1	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
German	38	74	19	28	9	18	20	10	2	3	3	---	---	3	2	3	1	5	---	2	---	---	---	---	---	2	---	1	---	1	---
Ghanaian	1	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
Greek	119	63	32	22	3	9	---	---	---	---	---	---	---	---	1	---	---	---	1	---	1	1	---	---	---	---	---	---	---	---	---
Guinean	1	---	1	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
Haitian	1	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
Honduran	1	1	1	1	---	---	---	---	---	---	---	1	1	1	---	1	---	1	---	1	---	---	---	---	---	---	---	---	---	---	---
Icelandic	---	1	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
Indian	8	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
Indonesian	2	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
Irish	2	3	---	1	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
Israeli	4	5	1	1	4	3	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
Italian	13	10	3	4	6	7	3	---	1	1	2	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
Japanese	83	58	24	35	11	17	16	13	1	---	1	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
Korean (South)	1	3	---	2	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
Kuwait	---	1	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
Lebanese	13	6	3	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
Liberian	164	120	40	38	16	18	6	2	---	2	2	1	1	---	---	1	1	1	---	---	---	---	1	---	---	1	---	---	1	---	---
Mexican	10	1	---	---	---	---	2	2	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
Netherlands	26	43	12	4	7	7	3	3	1	---	---	1	1	---	2	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1	---
Nicaraguan	1	---	---	---	---	---	---	---	---	---	---	---	1	1	---	---	2	---	---	---	---	---	---	---	---	---	---	---	---	---	---
Norwegian	114	123	50	44	27	32	14	9	5	1	2	2	2	---	---	---	---	---	---	1	---	1	---	---	---	---	---	---	---	---	---
Panamanian	39	29	5	3	2	2	2	2	2	---	2	3	---	1	---	2	---	---	2	---	---	---	1	---	---	---	---	---	---	---	---
Peruvian	4	3	2	1	2	1	3	3	3	2	1	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
Philippine	1	4	---	2	5	7	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
Spanish	2	2	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
Swedish	27	24	13	12	9	22	7	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
Swiss	2	---	1	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
United States	95	73	38	36	28	13	7	10	7	9	7	4	4	6	5	4	1	3	2	1	---	---	1	1	1	3	---	---	---	---	---
Soviet	26	11	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
Venezuelan	1	4	---	2	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
Yugoslavian	3	7	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
Total, fiscal year—																															
1965	1,059	868	330	296	178	199	101	62	28	24	22	18	12	14	10	15	9	12	5	6	3	2	3	1	1	6	---	1	1	2	---
1964	1,032	785	333	260	150	206	91	71	28	34	14	11	18	13	7	21	16	9	7	7	2	4	4	3	3	1	1	1	1	1	2
1963	915	704	308	279	178	190	83	73	23	31	14	21	10	16	7	13	11	17	5	4	2	3	2	6	---	2	---	3	2	2	---

Number of vessels making indicated number of transits

Nationality	32	33	34	35	36	38	39	40	41	44	45	46	47	48	50	52	53	58	71	95	98	99	114	124	165	Total ships	Total transits	Transits per ship
Argentinian	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1	1	1.00
Belgian	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	9	49	5.44
Brazilian	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	2	3	1.50
British	1	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	489	1,339	2.74
Bulgarian	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	2	2	1.00
Chilean	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	18	115	6.39
Chinese (Nationalist)	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	38	103	2.71
Chinese (Republic)	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	11	17	1.55
Colombian	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	23	246	10.70
Cuban	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	4	5	1.25
Danish	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	81	283	3.49
Ecuadorian	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	4	25	6.25
Finnish	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	10	27	2.70
French	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	64	172	2.69
German	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	244	1,186	4.86
Ghanaian	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1	1	1.00
Greek	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	252	575	2.28
Guinean	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	2	4	2.00
Haitian	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1	1	1.00
Honduran	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1	11	268	24.36
Icelandic	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1	2	2.00
Indian	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	8	8	1.00
Indonesian	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	2	2	1.00
Irish	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	6	12	2.00
Israeli	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	18	59	3.28
Italian	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	50	192	3.84
Japanese	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	259	804	3.10
Korean (South)	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	6	15	2.50
Kuwait	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1	2	2.00
Lebanese	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	22	34	1.55
Liberian	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	416	1,118	2.69
Mexican	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	15	42	2.80
Netherlands	---	---	---	---	2	1	1	---	1	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	117	618	5.28
Nicaraguan	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	5	62	12.40
Norwegian	---	---	---	---	---	---	---	---	---	---	---	---	2	---	---	---	---	---	---	---	---	---	---	---	---	429	1,446	3.37
Panamanian	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	1	---	---	99	518	5.23
Peruvian	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	26	153	5.84
Philippine	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	19	84	4.42
Spanish	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	5	11	2.20
Swedish	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	114	388	3.40
Swiss	---	---	---	---	1	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	5	82	16.40
United States	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	359	1,678	4.67
Soviet	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	37	48	1.30
Venezuelan	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	7	17	2.43
Yugoslavian	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	10	17	1.70
Total, fiscal year—																												
1965	1	---	---	---	4	1	1	---	2	---	1	---	2	1	---	---	---	---	---	---	---	---	1	---	1	3,303	11,834	3.58
1964	---	1	---	2	---	---	1	2	---	2	---	1	---	1	1	1	2	1	1	---	1	---	---	1	---	3,154	11,808	3.74
1963	1	---	1	1	---	1	1	3	1	2	---	---	1	---	---	---	---	---	---	1	---	1	---	---	---	2,938	11,017	3.75

[1] Includes only commercial vessels of 300 net tons and over (Panama Canal measurement), or of 500 displacement tons and over on vessels paying tolls on displacement basis (dredges, warships, etc.).

Table 17.—Segregation of Transits[1] by Registered Gross Tonnage—Fiscal Year 1965

Nationality	Under 2,000	2,000 to 3,999	4,000 to 5,999	6,000 to 7,999	8,000 to 9,999	10,000 to 11,999	12,000 to 13,999	14,000 to 15,999	16,000 to 17,999	18,000 and over	Total[2]	Registered gross tonnage	Average gross tonnage per vessel 1965	Average gross tonnage per vessel 1964
Belgian	-------	25	10	-------	-------	2	10	2	-------	-------	49	301,040	6,144	6,781
Brazilian	-------	-------	-------	2	-------	-------	-------	-------	-------	-------	2	13,852	6,926	-------
British	81	28	63	270	385	243	122	34	9	93	1,328	12,828,431	9,660	9,393
Bulgarian	-------	-------	-------	-------	2	-------	-------	-------	-------	-------	2	18,042	9,021	8,556
Chilean	1	-------	22	51	18	18	-------	1	1	-------	112	878,699	7,846	7,910
Chinese (Nationalist)	-------	-------	7	55	26	15	-------	-------	-------	-------	103	851,515	8,267	8,525
Chinese (Republic)	-------	-------	1	10	3	3	-------	-------	-------	-------	17	140,315	8,254	8,390
Colombian	69	6	155	-------	-------	15	-------	-------	-------	-------	245	1,044,722	4,264	3,652
Cuban	-------	-------	-------	-------	5	-------	-------	-------	-------	-------	5	48,167	9,633	-------
Danish	1	25	104	61	49	-------	21	-------	4	18	283	2,186,036	7,724	6,758
Ecuadorian	-------	3	21	-------	-------	-------	-------	-------	-------	-------	24	133,425	5,559	5,295
Finnish	-------	2	4	3	18	-------	-------	-------	-------	-------	27	209,965	7,776	7,951
French	3	8	49	46	34	1	12	-------	1	2	156	1,126,811	7,223	7,531
German	127	607	158	140	64	34	30	12	10	3	1,185	5,472,820	4,618	4,576
Ghanaian	-------	-------	-------	1	-------	-------	-------	-------	-------	-------	1	7,583	7,583	-------
Greek	1	13	62	202	90	87	53	40	2	24	574	5,552,428	9,673	9,646
Guinean	-------	-------	-------	1	-------	3	-------	-------	-------	-------	4	39,875	9,969	10,764
Haitian	-------	-------	-------	-------	1	-------	-------	-------	-------	-------	1	8,464	8,464	-------
Honduran	168	71	28	1	-------	-------	-------	-------	-------	-------	268	532,353	1,986	2,376
Icelandic	-------	-------	-------	-------	-------	2	-------	-------	-------	-------	2	22,976	11,488	-------
Indian	-------	-------	-------	1	-------	-------	-------	1	-------	6	8	151,824	18,978	21,633
Indonesian	-------	-------	-------	1	-------	-------	-------	-------	-------	-------	1	6,866	6,866	-------
Irish	-------	-------	-------	-------	1	9	2	-------	-------	-------	12	127,278	10,606	9,892
Israeli	-------	-------	13	11	20	11	-------	2	-------	2	59	514,782	8,725	5,553
Italian	-------	2	4	33	82	7	37	3	2	22	192	2,072,618	10,795	9,572
Japanese	56	13	4	211	442	42	34	-------	-------	2	804	6,552,046	8,149	7,974
Korean (South)	-------	-------	-------	15	-------	-------	-------	-------	-------	-------	15	108,045	7,203	6,476
Kuwait	2	-------	-------	-------	-------	-------	-------	-------	-------	-------	2	3,020	1,510	-------
Lebanese	-------	-------	3	28	3	-------	-------	-------	-------	-------	34	242,954	7,146	6,883
Liberian	96	59	31	235	113	205	109	82	40	148	1,118	12,372,983	11,067	10,163
Mexican	17	1	-------	9	7	-------	-------	-------	-------	-------	34	138,983	4,088	2,974
Netherlands	308	13	42	44	82	51	23	1	3	51	618	3,554,173	5,751	5,609
Nicaraguan	1	61	-------	-------	-------	-------	-------	-------	-------	-------	62	149,889	2,417	2,442
Norwegian	7	161	216	187	254	201	208	23	70	119	1,446	14,100,471	9,751	9,083
Panamanian	286	14	23	61	11	35	10	7	27	44	518	2,931,317	5,659	4,372
Peruvian	19	47	31	31	16	3	-------	-------	-------	-------	147	770,615	5,242	5,410
Philippine	-------	1	2	2	69	10	-------	-------	-------	-------	84	799,510	9,518	9,874
Spanish	-------	2	5	-------	1	-------	-------	-------	-------	-------	8	40,702	5,088	3,450
Swedish	-------	6	27	126	132	35	21	3	20	17	387	3,580,852	9,253	8,502
Swiss	77	-------	-------	-------	5	-------	-------	-------	-------	-------	82	155,721	1,899	1,819
United States	76	3	144	509	529	98	33	140	63	81	1,676	15,557,083	9,282	9,002
Soviet	-------	1	5	13	19	9	1	-------	-------	-------	48	409,663	8,535	8,837
Venezuelan	8	-------	-------	-------	2	1	-------	-------	-------	-------	11	35,108	3,192	3,460
Yugoslavian	-------	-------	-------	13	1	1	2	-------	-------	-------	17	129,542	7,620	6,426
Total, fiscal year 1965	1,404	1,172	1,234	2,373	2,484	1,141	728	351	252	632	11,771	95,923,555	8,149	7,697
Percent of total	11.9	10.0	10.4	20.2	21.1	9.7	6.2	3.0	2.1	5.4	100.0			

[1] Includes only commercial vessels of 300 net tons and over, Panama Canal measurement.

[2] Excludes 57 vessels paying tolls on displacement tonnage basis and 6 transits where no registered gross tonnage was reported.

Table 18.—Principal Commodities Shipped Through Canal

[Thousands of long tons]

Atlantic to Pacific	Fiscal year 1965	1964	1963	1962
Petroleum and products (excludes asphalt)	13,914	10,988	10,828	10,228
Coal and coke	6,471	6,184	5,172	6,817
Phosphate	3,123	2,212	1,803	1,878
Corn	2,245	2,274	1,310	1,105
Metal, scrap	2,117	3,047	1,700	3,215
Soybeans	1,653	1,510	1,446	1,196
Manufactures of iron and steel	1,546	1,440	1,282	1,690
Ores, various	1,195	1,184	771	718
Chemicals, unclassified	796	700	565	638
Sugar	660	536	774	2,105
Wheat	632	622	468	705
Paper and paper products	573	491	340	359
Sulfur	472	471	285	387
Machinery	444	414	422	404
Fertilizers, unclassified	441	433	334	396
Automobiles and accessories	393	385	309	289
Cotton, raw	355	390	341	397
Ammonium compounds	306	310	225	484
Metals, various	296	354	299	399
Rice	260	138	145	119
Flour, wheat	226	207	271	237
Chemicals, petroleum	220	222	147	N.A.
Canned food products	212	219	194	207
Sorghum	208	215	N.A.	N.A.
Cement	182	186	123	111
Asphalt	161	178	167	194
Soda and sodium compounds	158	139	110	138
Asbestos	151	130	115	134
Tinplate	143	171	182	259
Resin	131	126	85	109
Glass and glassware	124	133	106	109
Pulpwood	124	154	125	104
Clay, fire and china	112	99	60	57
Oil, vegetable	109	116	116	119
Grains, unclassified	106	202	159	23
Rubber, manufactured	104	104	97	87
Liquors and wines	94	88	91	91
Agricultural implements	89	71	58	63
Coffee	88	75	91	91
Electrical machinery and apparatus	82	72	77	78
Potash	77	170	144	124
Food in refrigeration	73	60	63	51
Tallow	58	54	48	37
Salt	53	54	47	47
Groceries, unclassified	52	56	40	46
Tobacco	52	52	41	50
Textiles	51	67	67	66
Slag	49	53	49	58
Marble and stone	43	44	38	N.A.
Bricks and tile	42	26	34	38
Lumber	41	50	47	38
Wax, paraffin	41	40	39	35
Creosote	37	13	25	36
Molasses	33	9	67	146
Cocoa and cacao beans	31	25	23	17
Skins and hides	29	25	25	26
Carbon black	25	27	26	37
Railroad materials	23	42	30	16
Ammunition and explosives	20	12	16	N.A.
All other	1,403	1,032	1,024	1,099
Total, Atlantic to Pacific	42,949	38,901	33,086	37,707

Table 18.—Principal Commodities Shipped Through Canal—Continued

[Thousands of long tons]

Pacific to Atlantic	Fiscal year 1965	1964	1963	1962
Ores, various	7,418	6,876	7,036	7,760
Lumber	4,724	4,204	3,833	3,617
Sugar	2,460	2,223	2,121	2,476
Iron and steel manufactures	2,297	1,134	856	478
Fishmeal	1,475	1,226	1,042	N.A.
Bananas	1,319	1,291	1,083	1,082
Wheat	1,246	1,352	779	1,092
Metals, various (including tinplate)	1,241	1,168	1,107	1,218
Petroleum and products (excludes asphalt)	1,220	2,340	1,809	1,748
Food in refrigeration (excluding bananas)	974	980	950	822
Canned food products	913	950	1,011	937
Nitrate of soda	770	730	697	884
Pulpwood	554	525	496	476
Oilseeds	401	243	305	330
Coffee	392	453	432	399
Sulfur	324	122	28	14
Cotton, raw	272	307	366	294
Borax	258	239	188	174
Fruit, fresh	238	247	194	269
Wool	237	259	281	264
Barley	227	360	438	1,064
Coal and coke	225	379	89	77
Phosphate	222	159	156	150
Paper and paper products	218	204	180	197
Chemicals, unclassified	208	203	174	189
Molasses	208	222	157	111
Corn	205	------	------	20
Oil, fish	188	94	177	119
Textiles	186	132	130	117
Oil, coconut	180	159	142	95
Copra	170	173	195	169
Rice	143	150	215	241
Chemicals, petroleum	127	102	125	N.A.
Porcelainware	115	103	83	78
Fruit, dried	97	104	95	98
Beans, edible	76	63	68	64
Rubber, crude	72	83	101	105
Machinery	70	65	57	50
Electrical machinery and apparatus	57	48	35	26
Potash	57	45	20	------
Vegetables, dry	57	36	51	38
Wines	57	59	73	71
Peas, dry	56	67	72	69
Skins and hides	55	60	49	56
Bricks and tile	54	45	32	27
Infusorial earth	54	55	46	43
Grains, unclassified	52	91	140	72
Oats	50	174	148	8
Tallow	44	51	24	44
Seeds, excluding oilseeds	43	51	48	38
Cocoa	32	30	34	27
Glass and glassware	31	24	22	19
Rubber, manufactured	28	30	39	34
Flour, wheat	27	41	82	59
Oil, whale	27	45	34	27
Floor coverings	26	16	18	14
Automobiles and accessories	25	18	15	17
Oil, vegetable, miscellaneous	24	34	34	120
Groceries, unclassified	23	30	25	42
Hemp	22	22	20	19
Motorcycles and bicycles	20	8	4	------
All other	1,033	945	900	1,669
Total, Pacific to Atlantic	33,624	31,649	29,161	29,817

Table 19.—Origin and Destination of Cargo Through the Panama Canal from Atlantic to Pacific During Fiscal Year 1965 Segregated by Countries in Principal Trade Areas

	To west coast North America						To west coast South America					
	United States	Canada	Central America/ Mexico	Balboa, C.Z.[1]	Hawaiian Islands	Total	Chile	Colombia	Ecuador	Peru	South America (other)[2]	Total
EAST COAST NORTH AMERICA:												
United States:												
North Atlantic ports	932,074	480	73,368	15,195	92,923	1,114,040	323,245	73,444	60,991	145,410	12,349	615,439
South Atlantic ports	16,857	-------	8,927	415	2,908	29,107	5,326	5,444	33,764	8,200	364	53,098
Gulf ports	2,043,164	35,833	218,650	35,088	51,830	2,384,565	443,669	89,451	72,598	357,196	15,704	978,618
Great Lakes ports	-------	-------	1,945	-------	-------	1,945	-------	2,895	-------	-------	-------	2,895
United States (other)[2]	29,217	-------	2,827	488	12,253	44,785	943	5	3,472	179	712	5,311
Total, United States	3,021,312	36,313	305,717	51,186	159,914	3,574,442	773,183	171,239	170,825	510,985	29,129	1,655,361
Canada	36,720	22,201	20,666	-------	-------	79,587	11,349	9,758	3,553	9,062	3,693	37,415
Central America/Mexico	15,510	-------	34,463	-------	-------	49,973	20,854	317	28	2,327	-------	23,526
Cristobal, C.Z.[1]	16,969	-------	48,330	222,357	-------	287,656	-------	20	-------	20	-------	40
West Indies	1,614,635	424,961	292,345	221,333	142,365	2,695,639	595,991	8,915	45,008	263,045	38,430	951,389
Total, North America	4,705,146	483,475	701,521	494,876	302,279	6,687,297	1,401,377	190,249	219,414	785,439	71,252	2,667,731
EUROPE:												
Belgium	123,495	40,155	102,557	116	9,193	275,516	66,464	24,514	39,621	101,070	5,288	236,957
British Isles	131,611	137,947	20,074	45	448	290,125	55,974	11,720	7,557	62,928	4,150	142,329
Denmark	13,820	2,008	1,564	-------	40	17,432	3,316	276	597	1,881	94	6,164
Finland	87,301	184	1,499	-------	1	88,985	5,271	20,828	337	16,496	1,528	44,460
France	26,551	2,785	2,633	-------	94	32,063	27,532	532	4,288	26,905	568	59,825
Italy	98,969	12,530	19,745	-------	138	131,382	7,658	9,083	3,201	10,576	3,323	33,841
Netherlands	55,033	14,635	106,690	-------	279	176,637	28,389	11,571	14,809	54,933	4,793	114,495
Norway	80,395	742	405	-------	-------	81,542	1,310	915	2,917	12,091	361	17,594
Spain-Portugal	14,063	10,165	217	-------	-------	24,445	12,947	1,613	833	1,624	258	17,275
Sweden	41,118	3,081	3,714	-------	92	48,005	5,387	3,809	6,975	14,154	1,094	31,419
West Germany	127,005	14,248	90,968	-------	1,400	233,621	69,589	25,734	19,441	72,898	5,671	193,333
Europe (other)[2]	82,993	20,918	26,272	-------	416	130,599	15,545	10,079	8,125	18,022	17,657	69,428
Total, Europe	882,354	259,398	376,338	161	12,101	1,530,352	299,382	120,674	108,701	393,578	44,785	967,120
EAST COAST SOUTH AMERICA:												
Argentina	1,473	85	668	-------	319	2,545	-------	2,794	-------	-------	-------	2,794
Brazil	33,077	5,646	-------	-------	-------	38,723	3	1,753	-------	6	-------	1,762
British Guiana	1,949	27,374	-------	-------	-------	29,323	644	3,153	-------	635	-------	4,432
Colombia	134,196	30	26,122	1,874	-------	162,222	17,079	200,052	922	149,195	7	367,255
Netherlands Guiana	31,929	-------	-------	-------	-------	31,929	-------	2,480	-------	-------	-------	2,480
Venezuela	2,479,282	77,421	952,006	292,270	142,700	3,943,679	811,040	106	338,827	385,128	20,081	1,555,182
South America (other)[2]	1,737	-------	5	-------	525	2,267	-------	2,212	-------	4,636	-------	6,848
Total, South America	2,683,643	110,556	978,801	294,144	143,544	4,210,688	828,766	212,550	339,749	539,600	20,088	1,940,753
ASIA (MIDDLE EAST)	12,135	535	130	-------	6	12,806	-------	-------	-------	-------	-------	-------
AFRICA	179,965	11,529	-------	-------	-------	191,494	52,656	-------	-------	-------	-------	52,656
Grand total	8,463,243	865,493	2,056,790	789,181	457,930	12,632,637	2,582,181	523,473	667,864	1,718,617	136,125	5,628,260
PERCENT OF PACIFIC-BOUND CARGO	19.70	2.01	4.79	1.84	1.07	29.41	6.02	1.22	1.55	4.00	.32	13.11

See footnotes at end of table.

Table 19.—Origin and Destination of Cargo Through the Panama Canal from Atlantic to Pacific During Fiscal Year 1965 Segregated by Countries in Principal Trade Areas—Continued

	To Oceania					
EAST COAST NORTH AMERICA:	*Australia*	*British Oceania*	*French Oceania*	*New Zealand*	*Oceania (other)*[2]	*Total*
United States:						
North Atlantic ports	225,240	200	2,901	40,422	9,036	277,799
South Atlantic ports	49,534	----	125	4,313	155	54,127
Gulf ports	926,545	1,098	242	379,842	12,928	1,320,655
Great Lakes ports	23,816	----	----	----	----	23,816
United States (other)[2]	31,934	----	61	3,479	2,307	37,781
Total, United States	1,257,069	1,298	3,329	428,056	24,426	1,714,178
Canada	229,904	----	653	28,872	150	259,579
Central America/Mexico	56,945	----	----	31,527	----	88,472
Cristobal, C.Z.[1]	----	----	----	----	----	----
West Indies	72,391	----	1,343	103,064	17,421	194,219
Total, North America	1,616,309	1,298	5,325	591,519	41,997	2,256,448
EUROPE:						
Belgium	----	497	5,253	33,490	549	39,789
British Isles	20,282	24,067	2,312	462,391	8,060	517,112
Denmark	----	----	----	3,527	----	3,527
Finland	----	----	----	4,277	----	4,277
France	963	6,149	192,972	3,755	9,974	213,813
Italy	----	----	----	----	----	----
Netherlands	4,778	745	6,095	31,089	5,761	48,468
Norway	----	----	----	2,683	----	2,683
Spain-Portugal	----	----	----	1,153	----	1,153
Sweden	----	----	----	4,174	----	4,174
West Germany	80	589	3,245	18,705	1,294	23,913
Europe (other)[2]	----	1,005	14,784	11,653	16,137	43,579
Total, Europe	26,103	33,052	224,661	576,897	41,775	902,488
EAST COAST SOUTH AMERICA:						
Argentina	----	----	----	----	----	----
Brazil	----	----	----	----	----	----
British Guiana	----	----	----	----	----	----
Colombia	----	----	----	----	----	----
Netherlands Guiana	----	----	----	----	----	----
Venezuela	118,867	----	2,931	84,016	----	205,814
South America (other)[2]	----	----	----	4	----	4
Total, South America	118,867	----	2,931	84,020	----	205,818
ASIA (MIDDLE EAST)	----	----	----	----	----	----
AFRICA	----	----	19,948	----	14,475	34,423
Grand total	1,761,279	34,350	252,865	1,252,436	98,247	3,399,177
PERCENT OF PACIFIC-BOUND CARGO	4.10	.08	.59	2.92	.22	7.91

	To Asia																
East Coast North America: United States:	*To Antarctica*	*British East Indies*	*China*	*Formosa*	*Hong Kong*	*Indo-China*	*Indonesia*	*Japan*	*Philippine Islands*	*Russia*	*South Korea*	*Thailand*	*Asia (other)*[2]	*Total*	*Grand total*	*Percent of total Pacific-bound cargo*
North Atlantic ports	------	15,976	111	142,489	75,411	144,702	17,344	8,026,090	161,235	13,827	80,270	37,345	120,914	8,835,714	10,842,992	25.24
South Atlantic ports	------	1,041	9,590	40,230	9,848	8,656	2,136	254,806	36,106	-------	20,397	7,623	6,100	396,533	532,865	1.24
Gulf ports	------	16,579	15,226	400,193	94,634	259,823	28,599	6,179,668	221,874	-------	626,004	49,745	154,625	8,046,970	12,730,808	29.64
Great Lakes ports	------	72	-------	5,335	2,803	1,289	750	146,652	6,940	-------	64,727	371	12,456	241,395	270,051	.63
United States (other)[1]	------	488	-------	22,566	1,634	1,887	337	36,440	5,873	-------	13,308	1,094	7,598	91,225	179,102	.42
Total, United States	------	34,156	24,927	610,813	184,330	416,357	49,166	14,643,656	432,028	13,827	804,706	96,178	301,693	17,611,837	24,555,818	57.17
Canada	------	6,854	-------	1,100	24,246	3	3,082	494,703	21,431	19,302	2,359	8,460	10,680	592,220	968,801	2.26
Central America/Mexico	------	------	-------	21,958	45	-------	------	62,974	-------	-------	-------	-------	-------	84,977	246,948	.57
Cristobal, C.Z.[1]	------	10	-------	------	------	-------	------	28,081	-------	-------	-------	-------	4	23,095	315,791	.74
West Indies	------	9,985	122,626	-------	4,066	-------	6,375	1,121,665	12,966	97,943	-------	-------	198	1,375,824	5,217,071	12.15
Total, North America	------	51,005	147,553	633,871	212,687	416,360	58,623	16,351,079	466,425	131,072	807,065	104,638	312,575	19,692,953	31,304,429	72.89
Europe:																
Belgium	------	------	-------	308	1,651	-------	------	37,054	591	-------	50	-------	-------	39,654	591,916	1.38
British Isles	------	------	-------	1	87	-------	------	9,209	269	-------	-------	-------	11	9,577	959,143	2.23
Denmark	------	------	-------	-------	-------	-------	------	-------	-------	-------	-------	-------	-------	----------	27,123	.06
Finland	------	------	-------	-------	-------	-------	------	-------	-------	-------	-------	-------	-------	----------	137,722	.32
France	553	------	-------	6	-------	1	------	406	-------	-------	153	-------	105	671	306,925	.72
Italy	------	29	-------	169	-------	96	------	2,196	-------	-------	-------	-------	96	2,586	167,809	.39
Netherlands	------	1,580	-------	731	599	-------	------	6,555	962	-------	51	-------	356	10,834	350,434	.82
Norway	------	------	-------	-------	-------	-------	------	-------	-------	-------	-------	-------	-------	----------	101,819	.24
Spain-Portugal	------	------	-------	-------	-------	-------	------	341	-------	-------	-------	-------	117	458	43,331	.10
Sweden	------	------	-------	-------	-------	-------	------	-------	-------	-------	-------	-------	-------	----------	83,598	.19
West Germany	------	------	-------	-------	-------	-------	------	12,608	-------	-------	58	-------	107	12,773	463,640	1.08
Europe (other)[2]	9,959	35	-------	11	90	114	------	4,254	-------	3,835	-------	-------	3,076	11,415	264,980	.62
Total, Europe	10,512	1,644	-------	1,226	2,427	211	------	72,623	1,822	3,835	312	-------	3,868	87,968	3,498,440	8.15
East Coast South America:																
Argentina	------	------	-------	-------	-------	-------	------	25,584	-------	-------	-------	-------	-------	25,584	30,923	.07
Brazil	------	------	-------	-------	25	-------	------	214,634	24	-------	-------	89	-------	214,772	255,257	.60
British Guiana	------	------	-------	-------	-------	-------	------	28,375	-------	-------	-------	-------	-------	28,375	62,130	.15
Colombia	------	------	-------	1,000	-------	-------	------	19,524	-------	-------	-------	-------	-------	20,524	550,001	1.28
Netherlands Guiana	------	------	-------	-------	-------	-------	------	9,018	-------	-------	-------	-------	-------	9,018	43,427	.10
Venezuela	------	5,698	-------	-------	2,953	-------	4,788	1,165,013	1,124	-------	-------	-------	-------	1,179,576	6,884,251	16.03
South America (other)[2]	------	------	-------	-------	-------	-------	------	2,162	-------	-------	-------	-------	-------	2,162	11,281	.02
Total, South America	------	5,698	-------	1,000	2,978	-------	4,788	1,464,310	1,148	-------	-------	89	-------	1,480,011	7,837,270	18.25
Asia (Middle East)	------	------	-------	5	-------	-------	------	3	-------	-------	-------	-------	-------	8	12,814	.03
Africa	------	------	-------	------	-------	-------	------	17,470	-------	-------	-------	-------	-------	17,470	296,043	.68
Grand total	10,512	58,347	147,553	636,102	218,092	416,571	63,411	17,905,485	469,395	134,907	807,377	104,727	316,443	21,278,410	42,948,996	
Percent of Pacific-Bound Cargo	.02	.14	.34	1.48	.51	.97	.15	41.69	1.09	.32	1.88	.24	.74	49.55		100.00

[1] Includes both local and transshipped cargo.
[2] Also includes cargo not routed to permit segregation between definite countries.

Table 20.—Origin and Destination of Cargo Through the Panama Canal from Pacific to Atlantic During Fiscal Year 1965
Segregated by Countries in Principal Trade Areas

	To United States						To other North America				
	North Atlantic ports	South Atlantic ports	Gulf ports	Great Lakes ports	United States (other)[1]	Total	Canada	Central America/ Mexico	Cristobal, C.Z.[2]	West Indies	Total, North America
WEST COAST NORTH AMERICA:											
United States	1,793,269	97,348	247,895	-------	38,070	2,176,582	12,424	2,074	5,487	295,452	2,492,019
Canada	1,067,777	62,945	18,823	-------	34,996	1,184,541	8,542	29	729	122,006	1,315,847
Balboa, C.Z.[2]	23,963	369	388	-------	-------	24,720	-------	-------	-------	-------	24,720
Central America/Mexico	354,019	19,025	204,873	-------	61,401	639,318	38	88,470	7,861	10,493	746,180
Hawaii	214,915	9,433	230,740	-------	10,000	465,088	4,213	-------	546	2,285	472,132
Total, North America	3,453,943	189,120	702,719	-------	144,467	4,490,249	25,217	90,573	14,623	430,236	5,050,898
WEST COAST SOUTH AMERICA:											
Chile	2,502,866	127,980	814,331	-------	68,177	3,513,354	96,310	21,703	2,506	5,298	3,639,171
Colombia	114,036	19,269	54,579	-------	38,785	226,669	6,259	-------	346	1	233,275
Ecuador	322,441	35,655	357,806	-------	6,945	722,847	113	-------	66	7,592	730,618
Peru	1,039,499	63,024	521,307	9,839	46,989	1,680,658	470	21,095	1,815	11,474	1,715,512
South America (other)[1]	7,253	1,022	16,865	-------	-------	25,140	-------	2	1,060	8,270	34,472
Total, South America	3,986,095	246,950	1,764,888	9,839	160,896	6,168,668	103,152	42,800	5,793	32,635	6,353,048
OCEANIA:											
Australia	305,064	43,493	106,093	46,074	76,859	577,583	183,580	14,748	1,327	40,456	817,694
British Oceania	8,400	-------	10,100	-------	13,796	32,296	-------	-------	-------	464	32,760
French Oceania	-------	-------	-------	-------	-------	-------	-------	-------	9	16	25
New Zealand	86,356	18,671	3,355	-------	2,385	110,767	17,847	-------	2,562	30,793	161,969
Oceania (other)[1]	660	-------	-------	-------	-------	660	-------	-------	-------	100	760
Total, Oceania	400,480	62,164	119,548	46,074	93,040	721,306	201,427	14,748	3,898	71,829	1,013,208
ASIA:											
British East Indies	10,076	1,214	18,020	-------	2,426	31,736	1	8,097	2,951	70	42,855
China	1,403	358	733	-------	-------	2,494	434	-------	-------	27,621	30,549
Formosa	119,617	24,717	70,294	5,928	1,715	222,271	9,182	-------	267	1,093	232,813
Hong Kong	111,048	9,314	10,078	3,789	1,926	136,155	8,388	114	2,959	6,471	154,087
India	1,615	-------	17,554	-------	-------	19,169	-------	229	3,025	56	22,479
Indochina	394	30	174	-------	-------	598	-------	-------	-------	10,376	10,974
Indonesia	20,687	-------	19,891	-------	410	40,988	64	5,890	21	-------	46,963
Japan	1,381,148	160,809	879,755	345,369	46,217	2,813,298	111,268	3,548	19,037	106,480	3,053,631
Philippines	950,655	38,680	275,484	-------	252,718	1,517,537	11,557	45	1,293	104	1,530,536
Russia	-------	-------	-------	-------	-------	-------	-------	-------	-------	50,268	50,268
South Korea	10,894	677	10,972	-------	-------	22,543	-------	-------	571	535	23,649
Thailand	34,519	130	2,641	-------	-------	37,290	744	-------	1,138	33	39,205
Asia (other)[1]	40,289	8,829	23,566	6,207	5,289	84,180	5,300	948	3,470	6,828	100,726
Total, Asia	2,682,345	244,758	1,329,162	361,293	310,701	4,928,259	146,938	18,871	34,732	209,935	5,338,735
Grand total	10,522,863	742,992	3,916,317	417,206	709,104	16,308,482	476,734	166,992	59,046	744,635	17,755,889
PERCENT OF ATLANTIC-BOUND CARGO	31.30	2.21	11.64	1.24	2.11	48.50	1.42	.50	.18	2.21	52.81

To Europe

	Belgium	British Isles	Denmark	France	Greece	Irish Republic	Italy	Netherlands	Norway	Poland	Spain-Portugal	Sweden	West Germany	Europe (other)[1]	Total
WEST COAST NORTH AMERICA:															
United States	107,644	351,589	40,696	197,312	35,422	11,351	340,054	724,515	29,103	14,933	90,052	63,227	310,569	95,017	2,411,484
Canada	108,616	2,074,661	785	79,113	22,775	40,298	210,264	292,141	1,109	81,934	13,775	2,169	214,693	136,279	3,328,522
Balboa, C.Z.[2]	63	-------	49	-------	------	------	41	26	------	-------	41	-------	-------	-------	220
Central America/Mexico	26,386	32,499	24,948	24,771	114	------	36,042	56,567	2,581	509,123	21,873	9,356	158,998	9,139	912,397
Hawaii	1,341	2	43	419	------	------	-------	1,950	------	-------	-------	120	7,048	15,600	26,523
Total, North America	244,050	2,458,751	66,521	301,615	58,311	51,649	586,401	1,075,199	32,793	695,990	125,741	74,872	691,218	306,035	6,679,146
WEST COAST SOUTH AMERICA:															
Chile	239,353	162,906	32,261	95,862	3,937	6,003	48,032	420,313	1,045	-------	115,263	40,525	250,641	190,307	1,606,448
Colombia	4,508	939	1,031	706	------	------	1,404	7,169	914	1,590	6	11,265	45,284	6,156	80,972
Ecuador	118,818	2,829	567	8,588	------	------	13,607	25,119	3,108	393	353	4,954	291,861	19,711	489,908
Peru	170,338	349,822	25,179	357,570	2,006	2,399	296,273	1,263,195	833	73,247	90,996	44,760	1,107,236	160,523	3,944,377
South America (other)[1]	8,875	833	402	750	------	------	68	13,947	42	-------	3	35	26,636	12,498	64,089
Total, South America	541,892	517,329	59,440	463,476	5,943	8,402	359,384	1,729,743	5,942	75,230	206,621	101,539	1,721,658	389,195	6,185,794
OCEANIA:															
Australia	-------	27,689	-------	3	------	------	-------	-------	------	-------	-------	-------	-------	23,478	51,170
British Oceania	-------	232,631	-------	4	------	------	-------	507	------	-------	-------	-------	9,134	42,312	284,588
French Oceania	2,060	120,654	-------	53,222	------	------	-------	-------	------	-------	-------	-------	26	-------	175,962
New Zealand	25,353	806,049	755	27,025	------	19	-------	20,778	468	-------	-------	1,586	39,844	20,215	942,092
Oceania (other)[1]	-------	8,416	-------	-------	------	------	-------	4,351	------	-------	-------	-------	2,378	6,803	21,948
Total, Oceania	27,413	1,195,439	755	80,254	------	19	-------	25,636	468	-------	-------	1,586	51,382	92,808	1,475,760
ASIA:															
British East Indies	-------	-------	-------	-------	------	------	-------	-------	------	-------	-------	-------	-------	-------	-------
China	------	-------	-------	-------	------	------	-------	-------	------	-------	-------	-------	-------	-------	-------
Formosa	101	206	-------	-------	------	------	-------	793	------	-------	-------	-------	56	-------	1,156
Hong Kong	604	777	-------	-------	------	------	-------	345	------	-------	-------	-------	-------	-------	1,726
India	------	-------	-------	-------	------	------	-------	-------	------	-------	-------	-------	-------	-------	-------
Indochina	------	-------	-------	-------	------	------	-------	-------	------	-------	-------	-------	-------	-------	-------
Indonesia	------	-------	-------	-------	------	------	-------	-------	------	-------	-------	-------	-------	-------	-------
Japan	7,330	26,724	-------	-------	------	------	240	37,373	------	-------	295	-------	13,055	1,612	86,629
Philippines	-------	-------	-------	-------	------	------	-------	20,654	------	-------	-------	-------	-------	11,755	32,409
Russia	------	-------	-------	-------	------	------	-------	-------	------	-------	-------	-------	-------	2,975	2,975
South Korea	136	108	-------	-------	------	------	3	139	------	-------	-------	1	3	493	883
Thailand	------	-------	-------	-------	------	------	-------	-------	------	-------	-------	-------	-------	-------	-------
Asia (other)[1]	40	168	-------	-------	------	------	-------	215	------	-------	-------	-------	2	1,205	1,630
Total, Asia	8,211	27,983	-------	-------	------	------	243	59,519	------	-------	295	1	13,116	18,040	127,408
Grand total	821,566	4,199,502	126,716	845,345	64,254	60,070	946,028	2,890,097	39,203	681,220	332,657	177,998	2,477,374	806,078	14,468,108
PERCENT OF ATLANTIC-BOUND CARGO	2.44	12.49	.38	2.51	.19	.18	2.81	8.60	.12	2.02	.99	.53	7.37	2.40	43.03

See footnotes at end of table.

Table 20.—Origin and Destination of Cargo Through the Panama Canal from Pacific to Atlantic During Fiscal Year 1965 Segregated by Countries in Principal Trade Areas—Continued

	To east coast South America						To Middle East				
	Argentina	Brazil	Colombia	Venezuela	South America (other)[1]	Total	India	Israel	Lebanon	Middle East (other)[1]	Total
WEST COAST NORTH AMERICA:											
United States	20,526	23,706	6,135	102,226	1,998	154,591	3,815	8,501	4,930	1,035	18,281
Canada	8,288	43,502	369	286,308	1,796	340,263	------	27,155	10,297	3	37,455
Balboa, C.Z.[2]	29	3	3,267	5	1	3,305	------	------	------	------	------
Central America/Mexico	1	492	1,465	24,246	666	26,870	------	------	------	------	------
Hawaii	------	------	------	------	36	36	------	------	------	------	------
Total, North America	28,844	67,703	11,236	412,785	4,497	525,065	3,815	35,656	15,227	1,038	55,736
WEST COAST SOUTH AMERICA:											
Chile	------	------	10	2,851	------	2,861	8,772	511	7,119	726	17,128
Colombia	------	------	4,539	280	------	4,819	------	------	------	65	65
Ecuador	------	------	415	3	------	418	------	------	44	44	88
Peru	------	------	13,192	19,508	1,084	33,784	7,786	2,500	491	223	11,000
South America (other)[1]	------	------	------	5	------	5	------	------	340	------	340
Total, South America	------	------	18,156	22,647	1,084	41,887	16,558	3,011	7,994	1,058	28,621
OCEANIA:											
Australia	------	------	320	1,784	150	2,254	------	------	------	------	------
British Oceania	------	------	------	2,876	------	2,876	------	------	------	------	------
French Oceania	------	------	------	------	------	------	------	------	------	------	------
New Zealand	------	------	------	670	2,933	3,603	------	------	------	------	------
Oceania (other)[1]	------	------	------	3,260	------	3,260	------	------	------	------	------
Total, Oceania	------	------	320	8,590	3,083	11,993	------	------	------	------	------
ASIA:											
British East Indies	------	------	1	205	8	214	------	------	------	------	------
China	------	------	------	------	------	------	------	------	------	------	------
Formosa	------	------	------	------	1	1	------	------	------	------	------
Hong Kong	------	------	1	3,516	547	4,064	------	------	------	------	------
India	------	------	------	------	------	------	------	------	------	------	------
Indochina	------	------	------	------	------	------	------	------	------	------	------
Indonesia	------	------	2,500	9,384	4,767	16,651	------	------	------	------	------
Japan	40,731	38,463	54,438	157,923	18,810	310,365	------	------	------	------	------
Philippines	------	------	5,107	19,987	1,292	26,386	------	------	------	------	------
Russia	------	------	------	------	------	------	------	------	------	------	------
South Korea	------	------	------	------	------	------	------	------	------	------	------
Thailand	------	------	------	------	------	------	------	------	------	------	------
Asia (other)[1]	------	------	9	10,536	332	10,927	------	------	------	------	------
Total, Asia	40,731	38,463	62,056	201,551	25,807	368,608	------	------	------	------	------
Grand total	69,575	106,166	91,768	645,573	34,471	947,553	20,373	38,667	23,221	2,096	84,357
PERCENT OF ATLANTIC-BOUND CARGO	.21	.32	.27	1.92	.10	2.82	.06	.12	.07	------	.25

	To Africa							Grand total	Percent of total Atlantic-bound cargo
	Egypt	Kenya	Mozambique	South Africa	Tunisia	Africa (other)[1]	Total		
WEST COAST NORTH AMERICA:									
United States	4,158	7,130	13,303	56,395	9,975	5,735	96,696	5,173,071	15.39
Canada	--------	203	39,357	212,012	11,688	5,985	269,245	5,291,332	15.74
Balboa, C.Z.[2]	--------	--------	--------	--------	--------	--------	--------	28,245	.08
Central America/Mexico	--------	--------	--------	--------	--------	--------	--------	1,685,447	5.01
Hawaii	--------	--------	--------	--------	--------	--------	--------	498,691	1.48
Total, North America	4,158	7,333	52,660	268,407	21,663	11,720	365,941	12,676,786	37.70
WEST COAST SOUTH AMERICA:									
Chile	--------	--------	--------	--------	--------	--------	--------	5,265,608	15.66
Colombia	--------	--------	--------	--------	--------	3	3	319,134	.95
Ecuador	--------	--------	--------	--------	--------	--------	--------	1,221,032	3.63
Peru	142	--------	--------	25	--------	--------	167	5,704,840	16.97
South America (other)[1]	--------	--------	--------	--------	--------	--------	--------	98,906	.29
Total, South America	142	--------	--------	25	--------	3	170	12,609,520	37.50
OCEANIA:									
Australia	--------	--------	--------	--------	--------	--------	--------	871,118	2.59
British Oceania	--------	--------	--------	--------	--------	--------	--------	320,224	.95
French Oceania	--------	--------	--------	--------	--------	--------	--------	175,987	.52
New Zealand	--------	--------	--------	--------	--------	--------	--------	1,107,664	3.30
Oceania (other)[1]	--------	--------	--------	--------	--------	--------	--------	25,968	.08
Total, Oceania	--------	--------	--------	--------	--------	--------	--------	2,500,961	7.44
ASIA:									
British East Indies	--------	--------	--------	--------	--------	--------	--------	43,069	.13
China	--------	--------	--------	--------	--------	--------	--------	30,549	.09
Formosa	--------	--------	--------	--------	--------	--------	--------	233,970	.69
Hong Kong	--------	--------	--------	--------	--------	--------	--------	159,877	.47
India	--------	--------	--------	--------	--------	--------	--------	22,479	.07
Indochina	--------	--------	--------	--------	--------	--------	--------	10,974	.03
Indonesia	--------	--------	--------	--------	--------	--------	--------	63,614	.19
Japan	--------	--------	--------	--------	--------	2,057	2,057	3,452,682	10.27
Philippines	--------	--------	--------	--------	--------	--------	--------	1,589,331	4.73
Russia	--------	--------	--------	--------	--------	--------	--------	53,243	.16
South Korea	--------	--------	--------	--------	--------	--------	--------	24,532	.07
Thailand	--------	--------	--------	--------	--------	--------	--------	39,205	.12
Asia (other)[1]	--------	--------	--------	--------	--------	--------	--------	113,283	.34
Total, Asia	--------	--------	--------	--------	--------	2,057	2,057	5,836,808	17.36
Grand total	4,300	7,333	52,660	268,432	21,663	13,780	368,168	33,624,075	
PERCENT OF ATLANTIC-BOUND CARGO	--------	.02	.16	.80	.07	.04	1.09		100.00

[1] Also includes cargo not routed to permit segregation between definite countries.
[2] Includes both local and transshipped cargo.

Table 21.—Cargo Shipments by Trade Routes—Atlantic to Pacific

[Thousands of long tons]

	Fiscal year			
	1965	1964	1963	1962
EAST COAST UNITED STATES TO—				
West coast United States	3,021	2,077	1,447	1,750
West coast Canada	36	8	7	9
West coast Central America/Mexico	306	284	187	142
Balboa, C.Z.	51	46	25	22
West coast South America	1,655	1,612	1,398	1,557
Chile	773	665	702	733
Colombia	171	235	196	254
Ecuador	171	179	85	75
Peru	511	518	411	490
Other	29	15	4	5
Hawaiian Islands	160	192	207	218
Oceania	1,714	1,069	771	741
Australia	1,257	835	603	521
New Zealand	428	215	154	199
Other	29	19	14	21
Asia	17,612	17,802	13,529	16,397
British East Indies	34	52	44	39
China	25	------	------	10
Formosa	611	381	314	365
Hong Kong	184	183	123	143
India	55	47	19	5
Indochina	416	384	207	242
Indonesia	49	121	239	206
Japan	14,644	14,979	11,483	13,901
Pakistan	52	66	24	10
Philippine Islands	432	482	371	512
South Korea	805	822	533	753
Thailand	96	108	68	65
Other	209	177	104	146
Total	24,555	23,090	17,571	20,836
EAST COAST CANADA TO—				
West coast United States	37	18	121	12
West coast Canada	22	13	18	16
West coast Central America/Mexico	21	29	12	17
Balboa, C.Z.	------	------	------	10
West coast South America	37	34	44	33
Oceania	260	187	193	183
Australia	230	158	163	151
New Zealand	29	29	30	32
Other	1	------	------	------
Asia	592	621	324	689
China	------	------	------	89
Hong Kong	24	26	11	13
Japan	495	544	277	555
Philippine Islands	21	30	13	13
U.S.S.R.	19	4	------	------
Other	33	17	23	19
Total	969	902	712	960
EAST COAST CENTRAL AMERICA/MEXICO TO—				
West coast United States	16	------	4	33
West coast Central America/Mexico	34	27	29	23
West coast South America	24	12	6	5
Oceania	88	111	83	79
Australia	57	78	51	46
New Zealand	31	33	32	28
Other	------	------	------	5

Table 21.—Cargo Shipments by Trade Routes—Atlantic to Pacific—Continued

[Thousands of long tons]

	Fiscal year			
	1965	1964	1963	1962
EAST COAST CENTRAL AMERICA/MEXICO TO—Continued				
Asia	85	38	30	50
Japan	63	30	25	36
Formosa	22	------	------	------
Other	------	8	5	14
Total	247	188	152	190
EAST COAST SOUTH AMERICA TO—				
West coast United States	2,684	2,177	2,812	2,323
West coast Canada	110	56	53	45
West coast Central America/Mexico	979	809	472	241
West coast South America	1,941	1,150	1,227	1,272
Chile	829	388	505	565
Colombia	212	172	23	146
Ecuador	340	280	177	142
Peru	540	310	522	419
Other	20	------	------	------
Balboa, C.Z.	294	252	219	193
Hawaiian Islands	143	63	89	56
Oceania	206	325	234	260
Australia	119	153	100	140
New Zealand	84	172	134	119
Other	3	------	------	1
Asia	1,480	1,301	1,222	719
Japan	1,464	1,259	1,199	705
South Korea	------	10	------	1
Other	16	32	23	13
Total	7,837	6,133	6,328	5,109
CRISTOBAL, C.Z., TO—				
West coast United States	17	50	48	33
West coast Central America/Mexico	48	52	18	3
West coast South America	------	3	------	------
Balboa, C.Z.	223	263	183	------
Asia (Japan)	28	7	------	------
Other territories	------	------	3	13
Total	316	375	252	49
WEST INDIES TO—				
West coast United States	1,615	1,147	1,017	1,669
West coast Canada	425	301	272	250
West coast Central America/Mexico	292	265	589	586
Balboa, C.Z.	221	208	190	364
West coast South America	952	1,016	997	1,056
Chile	596	733	778	825
Colombia	9	1	1	3
Ecuador	45	9	41	35
Peru	263	272	176	186
Other	39	1	1	7
Hawaiian Islands	142	177	103	89
Oceania	194	269	272	334
Australia	72	96	103	101
French Oceania	1	2	1	1
New Zealand	103	171	168	214
Other	18	------	------	18

Table 21.—Cargo Shipments by Trade Routes—Atlantic to Pacific—Continued

[Thousands of long tons]

	Fiscal year			
	1965	1964	1963	1962
WEST INDIES TO—Continued				
Asia	1,376	1,164	1,014	2,363
British East Indies	10	16	11	------
China	123	212	335	779
Hong Kong	4	3	9	2
Indochina	------	------	4	------
Indonesia	6	18	7	14
Japan	1,122	860	570	1,152
Philippine Islands	13	15	20	1
South Korea	------	5	------	70
U.S.S.R.	98	22	57	344
Other	------	13	1	1
Total	5,217	4,547	4,454	6,711
EUROPE TO—				
West coast United States	882	853	769	850
West coast Canada	260	229	179	196
West coast Central America/Mexico	376	359	317	299
Balboa, C.Z.	------	------	------	13
West coast South America	967	976	1,128	1,170
Chile	299	274	407	400
Colombia	121	142	157	181
Ecuador	109	109	105	78
Peru	394	413	440	480
Other	44	38	19	31
Hawaiian Islands	12	17	28	23
Oceania	903	879	826	926
Australia	26	27	49	44
British Oceania	33	21	18	18
French Oceania	225	157	103	138
New Zealand	577	647	625	654
Other	42	27	31	72
Asia	88	109	116	138
Formosa	1	2	1	4
Japan	73	98	110	113
South Korea	------	------	1	4
U.S.S.R.	4	------	------	------
Other	10	9	4	17
Other territories	11	------	1	------
Total	3,499	3,422	3,364	3,615
AFRICA TO—				
West coast United States	180	151	157	134
West coast Canada	12	19	7	9
West coast Central America/Mexico	------	34	------	------
West coast South America	53	13	42	11
Oceania	34	14	1	3
Asia	17	6	33	41
Total	296	237	240	198
ASIA (MIDDLE EAST) TO—				
West coast United States	12	6	6	34
Asia	1	1	7	-----
Other territories	------	------	------	5
Total	13	7	13	39
Total cargo, Atlantic to Pacific	42,949	38,901	33,086	37,707

Table 22.—Cargo Shipments by Trade Routes—Pacific to Atlantic

[Thousands of long tons]

	Fiscal year			
	1965	1964	1963	1962
WEST COAST UNITED STATES TO—				
East coast United States	2,177	3,284	2,818	2,961
East coast Canada	12	38	28	31
East coast Central America/Mexico	2	4	4	6
Cristobal, C.Z.	6	7	10	8
East coast South America	155	179	127	122
Argentina	21	20	11	16
Brazil	24	18	19	24
Colombia	6	17	14	17
Uruguay	1	------	1	1
Venezuela	102	122	82	61
Other	1	2	------	3
West Indies	295	253	268	219
British West Indies	33	33	31	24
Cuba	------	1	------	------
Haiti-Dominican Republic	20	9	7	4
Netherlands West Indies	5	3	5	5
Puerto Rico	236	207	221	183
Other	1	------	4	3
Europe	2,411	2,628	2,404	2,557
Belgium	108	188	180	132
British Isles	352	453	410	381
Denmark	41	38	31	36
Finland	15	16	19	16
France	197	191	182	146
Greece	35	28	13	49
Irish Republic	11	12	8	12
Italy	340	345	320	196
Netherlands	725	786	550	631
Norway	29	26	54	32
Poland	15	------	40	102
Spain-Portugal	90	91	16	88
Sweden	63	52	65	56
West Germany	311	294	394	594
Yugoslavia	10	7	9	5
Other	69	101	113	81
Asia (Middle East)	18	17	20	91
India	4	------	------	------
Israel	8	13	14	7
Lebanon	5	3	3	24
Syria	------	------	1	44
Other	1	1	2	16
Africa	97	108	73	257
Kenya	7	7	3	4
Egypt	4	6	14	3
Mozambique	13	9	7	10
South Africa	56	40	35	26
Tunisia	10	------	------	33
Other	7	46	14	181
Total	5,173	6,518	5,752	6,252
WEST COAST CANADA TO—				
East coast United States	1,184	1,255	1,003	1,098
East coast Canada	9	10	23	26
Cristobal, C.Z.	1	1	2	2
East coast South America	340	194	191	126
Argentina	8	4	5	5
Brazil	44	6	3	6

Table 22.—Cargo Shipments by Trade Routes—Pacific to Atlantic—Continued

[Thousands of long tons]

	Fiscal year			
	1965	1964	1963	1962
WEST COAST CANADA TO—Continued				
East Coast South America—Continued				
Colombia	------	------	1	5
Venezuela	286	180	181	105
Other	2	4	1	5
West Indies	122	103	127	142
British West Indies	28	23	24	22
Cuba	------	------	------	17
Haiti-Dominican Republic	1	8	10	25
Puerto Rico	91	67	86	75
Other	2	5	7	3
Europe	3,329	3,333	2,399	2,296
Albania	------	12	------	------
Belgium	109	155	164	131
British Isles	2,075	1,849	1,545	1,452
Bulgaria	------	90	------	------
France	79	63	52	40
Greece	23	13	2	1
Irish Republic	40	30	26	10
Italy	210	113	118	124
Netherlands	292	413	242	144
Norway	1	1	3	9
Poland	82	136	20	21
Spain-Portugal	14	43	11	26
U.S.S.R.	53	25	------	------
West Germany	215	270	112	277
Yugoslavia	13	3	3	------
Other	123	117	101	61
Asia (Middle East)	37	28	15	21
Israel	27	27	14	19
Lebanon	10	------	------	------
Other	------	1	1	2
Africa	269	199	307	176
Egypt	------	9	------	------
Mozambique	39	25	39	31
South Africa	212	127	224	101
Tunisia	12	------	------	------
Other	6	38	44	44
Total	5,291	5,123	4,067	3,887
WEST COAST CENTRAL AMERICA/MEXICO TO—				
East coast United States	639	540	438	517
East coast Canada	------	------	------	2
East coast Central America/Mexico	88	61	57	39
Cristobal, C.Z.	8	11	10	8
East coast South America	27	36	24	19
West Indies	11	14	11	11
Europe	912	407	368	296
Belgium	26	25	20	13
British Isles	32	16	15	15
Denmark	25	22	24	30
East Germany	------	20	------	------
France	25	19	17	8
Italy	36	34	43	12
Netherlands	57	71	68	59
Poland	509	------	------	------
Spain-Portugal	22	13	6	16
West Germany	159	147	121	119
Other	21	40	54	24
Other territories	------	------	8	1
Total	1,685	1,069	916	893

Table 22.—Cargo Shipments by Trade Routes—Pacific to Atlantic—Continued

[Thousands of long tons]

	Fiscal year			
	1965	1964	1963	1962
WEST COAST SOUTH AMERICA TO—				
East coast United States	6,169	5,419	5,669	7,219
East coast Canada	103	212	268	256
East coast Central America/Mexico	43	38	24	10
Cristobal, C.Z.	6	4	6	6
East coast South America	42	32	37	45
Brazil	------	------	9	16
Colombia	18	8	8	6
Venezuela	23	22	19	20
Other	1	2	1	3
West Indies	33	33	45	73
British West Indies	------	------	1	7
Cuba	5	------	14	47
Netherlands West Indies	1	1	2	------
Puerto Rico	27	32	28	18
Other	------	------	------	1
Europe	6,186	6,097	5,803	4,927
Belgium	542	539	324	381
British Isles	517	825	988	770
Denmark	59	54	48	33
East Germany	24	3	14	------
France	463	441	430	192
Greece	6	21	1	3
Italy	359	686	835	363
Netherlands	1,730	1,481	1,265	1,493
Norway	6	11	21	20
Poland	75	74	47	22
Rumania	6	5	------	------
Spain-Portugal	207	197	165	157
Sweden	102	111	111	87
West Germany	1,722	1,312	1,294	1,225
Yugoslavia	68	49	35	19
Other	300	288	225	162
Asia (Middle East)	28	15	9	46
India	17	9	------	------
Israel	2	------	------	------
Lebanon	8	5	9	46
Other	1	1	------	------
Africa	------	10	18	------
Total	12,610	11,860	11,879	12,582
BALBOA, C.Z., TO—				
East coast United States	25	11	12	7
East coast South America	3	8	3	------
Europe	------	2	------	1
Other territories	------	------	1	1
Total	28	21	16	9
HAWAIIAN ISLANDS TO—				
East coast United States	465	536	438	633
East coast Canada	4	9	9	3
Europe	27	37	30	24
British Isles	------	------	2	------
Netherlands	2	10	7	7
Spain-Portugal	------	5	------	------
West Germany	7	11	8	5
Other	18	11	13	12
Other territories	3	3	2	3
Total	499	585	479	663

Table 22.—Cargo Shipments by Trade Routes—Pacific to Atlantic—Continued

[Thousands of long tons]

	Fiscal year			
	1965	1964	1963	1962
OCEANIA TO—				
East coast United States	721	781	729	615
East coast Canada	201	175	215	189
East coast Central America/Mexico	15	10	7	7
Cristobal, C.Z.	4	2	2	2
East coast South America	12	22	22	12
West Indies	72	60	46	40
British West Indies	67	59	40	36
Netherlands West Indies	2	1	2	1
Other	3		4	3
Europe	1,476	1,279	1,206	1,200
Belgium	27	21	27	25
British Isles	1,195	1,031	942	984
France	80	81	97	77
Netherlands	26	23	27	24
West Germany	51	42	48	31
Other	97	81	65	59
Other territories				1
Total	2,501	2,329	2,227	2,066
ASIA TO—				
East coast United States	4,928	3,551	3,255	2,956
East coast Canada	147	92	75	77
East coast Central America/Mexico	19	5	6	5
Cristobal, C.Z.	35	38	39	38
East coast South America	369	222	237	198
Argentina	41	27	28	54
Brazil	38	37	75	38
Colombia	62	42	38	27
Netherlands Guiana	4	8		
Venezuela	202	99	81	78
Other	22	9	15	1
West Indies	210	155	158	138
British West Indies	25	23	20	16
Cuba	122	82	102	96
Haiti-Dominican Republic	16	16	13	6
Puerto Rico	38	26	16	16
Other	9	8	7	4
Europe	127	80	55	53
Belgium	8	7	6	5
British Isles	28	14	19	14
Netherlands	60	33	17	17
West Germany	13	16	12	14
Other	18	10	1	3
Africa	2	1		
Total	5,837	4,144	3,825	3,465
Total cargo, Pacific to Atlantic	33,624	31,649	29,161	29,817

Table 23.—Important Commodity Shipments Over Principal Trade Routes Atlantic to Pacific

[Thousands of long tons]

	Fiscal year			
	1965	1964	1963	1962
East Coast United States to West Coast United States:				
Bauxite	217	230	42	------
Canned food products	1	4	6	5
Cement	27	42	14	------
Chemicals:				
Petroleum	127	99	76	N.A.
Unclassified	137	114	103	185
Confectionery	------	1	------	------
Electrical machinery and apparatus	2	2	3	4
Floor coverings	------	------	1	1
Groceries, unclassified	5	5	2	2
Iron and steel manufactures	609	476	442	660
Liquors	1	1	3	9
Machinery	1	2	3	3
Metals, miscellaneous	26	4	2	20
Paints and varnishes	1	1	3	4
Paper and paper products	1	2	1	6
Petroleum and products:				
Crude oil	------	------	------	47
Fuel-diesel oil	61	39	------	14
Gasoline	830	522	326	374
Kerosene	295	33	------	37
Lubricating oil	272	219	266	217
Other and unclassified	86	29	22	12
Pharmaceutical products	2	2	2	5
Phosphate	74	38	------	1
Soap and soap products	5	1	3	------
Soda and sodium compounds	48	18	13	39
Sulfur	------	------	------	40
Vegetable oil, miscellaneous	1	8	28	18
All other and unclassified	192	185	86	47
Total	3,021	2,077	1,447	1,750
East Coast United States to West Coast Canada:				
Canned fruit	------	1	2	3
Phosphate	28	------	------	------
Rice	5	7	6	6
Soda and sodium compounds	3	------	------	------
All other and unclassified	------	------	------	------
Total	36	8	8	9
East Coast United States to West Coast Central America/Mexico:				
Ammonium compounds	10	15	6	------
Chemicals, unclassified	14	13	15	13
Canned food products	15	13	8	1
Corn	16	18	11	16
Fertilizers, unclassified	18	25	21	10
Iron and steel manufactures	13	6	8	2
Lime	1	------	1	------
Machinery	7	7	6	5
Paper and paper products	55	38	19	5
Petroleum and products:				
Lubricating oil	11	10	6	6
Other and unclassified	5	4	5	5
Phosphate	56	26	8	4
Potash	5	16	2	1
Rice	6	11	6	3
Wheat	11	20	5	35
All other and unclassified	63	62	60	37
Total	306	284	187	143

Table 23.—Important Commodity Shipments Over Principal Trade Routes Atlantic to Pacific—Continued

[Thousands of long tons]

	Fiscal year			
	1965	1964	1963	1962
EAST COAST UNITED STATES TO WEST COAST SOUTH AMERICA:				
Agricultural implements	20	12	9	15
Ammonium compounds	17	19	5	15
Asphalt	9	8	15	10
Automobiles and accessories	47	44	44	49
Bricks and tile	15	10	14	10
Canned food products	46	49	30	30
Carbon black	9	8	6	5
Chemicals, unclassified	48	45	45	39
Clay, fire and china	8	5	5	6
Coal and coke	176	164	143	159
Corn	16	41	13	62
Cotton, raw	5	9	6	6
Electrical machinery and apparatus	14	13	9	10
Fertilizers, unclassified	12	26	5	7
Flour, wheat	89	98	84	78
Grains, unclassified	12	11	1	8
Groceries, unclassified	4	10	5	7
Iron and steel manufactures	77	69	65	92
Machinery	76	75	59	66
Marble and stone	23	25	22	N.A.
Metals:				
Miscellaneous	6	7	10	11
Scrap	41	18	------	------
Paper and paper products	56	73	14	12
Petroleum and products:				
Gasoline	------	2	1	1
Lubricating oil	60	56	53	70
Other and unclassified	6	5	3	4
Phosphate	116	104	108	66
Potash	15	8	8	1
Resin	10	9	6	8
Rice	46	43	9	11
Rubber, manufactured	15	13	14	14
Soda and sodium compounds	10	16	16	13
Sulfur	29	16	18	11
Tallow	19	22	19	21
Tinplate	10	17	15	19
Vegetable oil, miscellaneous	40	37	25	41
Wax, paraffin	16	15	19	16
Wheat	293	276	369	419
Woodpulp	10	16	17	20
All other and unclassified	134	118	89	125
Total	1,655	1,612	1,398	1,557
EAST COAST UNITED STATES TO HAWAIIAN ISLANDS:				
Automobiles and accessories	3	3	5	2
Canned food products	3	4	5	4
Chemicals, unclassified	2	4	3	3
Corn	8	14	32	32
Electrical machinery and apparatus	2	5	4	4
Grains, unclassified	------	3	------	2
Iron and steel manufactures	25	28	27	33
Liquors	3	3	3	3
Machinery	5	7	6	9
Metals, miscellaneous	2	1	1	1
Paper and paper products	1	2	2	3
Phosphate	22	22	16	16

Table 23.—Important Commodity Shipments Over Principal Trade Routes Atlantic to Pacific—Continued

[Thousands of long tons]

	Fiscal year			
	1965	1964	1963	1962
EAST COAST UNITED STATES TO HAWAIIAN ISLANDS—Continued				
Soybeans	1	2	12	7
Textiles	1	3	2	2
Tinplate	36	36	49	42
All other and unclassified	46	54	40	55
Total	160	191	207	218
EAST COAST UNITED STATES TO OCEANIA:				
Agricultural implements	32	25	16	13
Ammonium and compounds	5	6	1	2
Automobiles and accessories	42	46	23	19
Bauxite	41	80	48	------
Bricks and tile	6	2	2	1
Carbon black	4	4	5	6
Chemicals:				
Petroleum	7	7	14	N.A.
Unclassified	61	34	31	47
Clay, fire and china	30	30	20	11
Coke	3	------	11	------
Cotton, raw	18	24	15	16
Electrical machinery and apparatus	5	4	6	4
Fertilizers, unclassified	12	1	3	1
Glass and glassware	8	8	6	4
Iron and steel manufactures	26	28	25	12
Machinery	63	50	49	37
Metals, miscellaneous	14	8	11	14
Ores, miscellaneous	7	6	5	------
Paper and paper products	23	17	14	11
Petroleum and products:				
Gasoline	------	34	4	1
Kerosene	------	------	2	------
Lubricating oil	83	108	117	128
Other and unclassified	11	10	7	10
Phosphate	720	47	13	2
Potash	20	18	16	23
Resin	18	14	13	13
Rice	7	7	6	3
Rubber, manufactured	13	16	15	17
Soda and sodium compounds	8	5	2	1
Soybeans	9	8	9	5
Sulfur	258	297	174	241
Tobacco	11	12	12	14
Vegetable oil, miscellaneous	11	6	5	5
Wax, paraffin	6	6	5	1
Woodpulp	7	7	7	4
All other and unclassified	125	94	59	76
Total	1,714	1,069	771	742
EAST COAST UNITED STATES TO ASIA:				
Agricultural implements	7	7	5	3
Ammonium compounds	77	112	38	267
Ammunition and explosives	9	2	3	N.A.
Asphalt	15	19	7	28
Automobiles and accessories	47	54	34	37
Barley	10	------	------	------
Beans, edible	11	6	11	6
Canned food products	90	95	68	75
Carbon black	10	14	14	24

Table 23.—Important Commodity Shipments Over Principal Trade Routes Atlantic to Pacific—Continued

[Thousands of long tons]

	Fiscal year			
EAST COAST UNITED STATES TO ASIA—Continued:	1965	1964	1963	1962
Cement	7	8	3	2
Chemicals:				
Petroleum	78	101	53	N.A.
Unclassified	283	261	158	108
Clay, fire and china	54	49	28	29
Coal and coke	6,280	6,004	5,002	6,553
Cocoa and cacao beans	9	6	5	3
Corn	2,189	2,162	1,253	982
Cotton, raw	316	348	302	359
Electrical machinery and apparatus	15	15	12	11
Fertilizers, unclassified	79	85	16	95
Fishmeal	5	5	------	N.A.
Flour, wheat	107	83	142	108
Glass and glassware	6	5	4	4
Groceries, unclassified	9	13	7	7
Grains, unclassified	71	167	145	4
Iron and steel manufactures	134	151	141	147
Lumber	9	22	14	12
Machinery	92	93	127	124
Metals:				
Miscellaneous	39	60	85	139
Scrap	1,910	2,760	1,603	2,853
Ores, miscellaneous	7	55	32	38
Paper and paper products	66	55	38	57
Petroleum and products:				
Gasoline	31	14	15	30
Kerosene	1	------	1	------
Lubricating oil	381	363	324	309
Other and unclassified	44	49	17	41
Pharmaceutical products	6	4	4	5
Phosphate	1,997	1,893	1,515	1,655
Potash	7	16	14	12
Rags and waste	7	9	13	N.A.
Railroad materials	1	13	2	1
Refrigerated food products	19	13	7	8
Rice	180	68	117	94
Resin	83	87	58	77
Rubber, manufactured	53	51	51	42
Skins and hides	19	16	19	18
Soda and sodium compounds	29	22	25	24
Sorghum	208	N.A.	N.A.	N.A.
Soybeans	1,515	1,408	1,399	1,182
Sugar	------	------	------	1
Sulfur	67	29	6	11
Tallow	33	27	26	11
Textiles	19	30	24	20
Tinplate	64	99	75	127
Tobacco	37	34	25	33
Vegetable oil, miscellaneous	41	43	31	38
Wheat	304	294	83	149
Woodpulp	60	77	60	53
All other and unclassified	365	326	268	381
Total	17,612	17,802	13,529	16,397
EAST COAST UNITED STATES TO BALBOA, C.Z.:				
Corn	2	------	------	1
Wheat	23	23	7	------
All other and unclassified	26	23	18	21
Total	51	46	25	22

Table 23.—Important Commodity Shipments Over Principal Trade Routes Atlantic to Pacific—Continued

[Thousands of long tons]

	Fiscal year			
	1965	1964	1963	1962
EAST COAST CANADA TO WEST COAST UNITED STATES:				
Asbestos	7	3	------	------
Petroleum and products: Gasoline	11	------	111	------
Paper and paper products	------	1	1	2
Ores, miscellaneous	18	13	8	5
All other and unclassified	------	1	1	5
Total	36	18	121	12
EAST COAST CANADA TO WEST COAST CANADA:				
Bauxite	16	------	5	------
Chemicals, unclassified	4	11	4	10
All other and unclassified	2	2	8	7
Total	22	13	17	17
EAST COAST CANADA TO WEST COAST SOUTH AMERICA:				
Asbestos	9	8	9	8
Chemicals, unclassified	------	1	1	1
Iron and steel manufactures	1	1	1	2
Metals, miscellaneous	4	3	6	3
Paper and paper products	9	12	15	11
Woodpulp	1	2	1	1
All other and unclassified	13	7	11	7
Total	37	34	44	33
EAST COAST CANADA TO WEST COAST CENTRAL AMERICA/MEXICO:				
Iron and steel manufactures	9	10	------	------
Petroleum and products: Gasoline	------	------	------	17
Railroad materials	11	19	11	------
Total	20	29	11	17
EAST COAST CANADA TO OCEANIA:				
Asbestos	23	17	16	16
Automobiles and accessories	13	13	18	7
Chemicals, unclassified	22	11	8	3
Iron and steel manufactures	10	8	7	5
Machinery	4	7	4	3
Metals, miscellaneous	6	8	26	28
Paper and paper products	114	82	78	94
Tinplate	14	2	10	14
Woodpulp	4	4	5	2
All other and unclassified	50	35	21	11
Total	260	187	193	183
EAST COAST CANADA TO ASIA:				
Asbestos	86	82	69	88
Chemicals:				
Petroleum	2	4	------	N.A.
Unclassified	5	4	7	8
Coal	------	------	2	14
Corn	14	------	------	------
Grains, unclassified	5	------	------	------
Metals:				
Miscellaneous	18	24	10	42
Scrap	145	236	87	326
Ores, miscellaneous	55	72	49	25
Paper and paper products	66	36	16	13
Resin	9	9	3	6
Rubber, manufactured	6	7	2	2

Table 23.—Important Commodity Shipments Over Principal Trade Routes Atlantic to Pacific—Continued

[Thousands of long tons]

	Fiscal year			
	1965	1964	1963	1962
EAST COAST CANADA TO ASIA—Continued:				
Slag	35	25	25	24
Soybeans	121	88	20	------
Wheat	------	4	------	100
Woodpulp	3	7	8	------
All other and unclassified	22	23	26	41
Total	592	621	324	689
EAST COAST CENTRAL AMERICA/MEXICO TO WEST COAST UNITED STATES:				
Molasses	------	------	------	14
Ores, miscellaneous	------	------	3	17
Petroleum and products:				
Fuel-diesel oil	7	------	------	------
Gasoline	8	------	------	------
All other and unclassified	1	------	1	2
Total	16	------	4	33
EAST COAST CENTRAL AMERICA/MEXICO TO WEST COAST CENTRAL AMERICA/MEXICO:				
Iron and steel manufactures	------	------	1	3
Petroleum and products:				
Fuel-diesel oil	29	16	5	------
Gasoline	------	------	8	15
Kerosene	------	------	3	------
Railroad materials	------	------	1	3
Sulfur	5	8	4	------
All other and unclassified	------	3	7	2
Total	34	27	29	23
EAST COAST CENTRAL AMERICA/MEXICO TO OCEANIA:				
Sulfur	88	111	80	79
All other and unclassified	------	------	3	------
Total	88	111	83	79
EAST COAST CENTRAL AMERICA/MEXICO TO ASIA:				
Ammonium compounds	------	------	------	9
Fertilizers, unclassified	------	4	------	------
Metals:				
Miscellaneous	1	10	15	26
Scrap	------	------	------	8
Ores, miscellaneous	50	17	9	------
Petroleum and products: Gasoline	7	------	------	------
Phosphate	------	3	------	------
Sulfur	22	------	1	------
All other and unclassified	5	3	5	7
Total	85	37	30	50
EAST COAST SOUTH AMERICA TO WEST COAST UNITED STATES:				
Bones and bonemeal	------	------	------	5
Canned food products	2	3	2	4
Coffee	11	26	29	37
Iron and steel manufactures	------	------	2	8
Ores:				
Bauxite	34	41	42	44
Manganese	15	40	------	------

Table 23.—Important Commodity Shipments Over Principal Trade Routes Atlantic to Pacific—Continued

[Thousands of long tons]

	Fiscal year			
	1965	1964	1963	1962
EAST COAST SOUTH AMERICA TO WEST COAST UNITED STATES—Continued:				
Petroleum and products:				
Crude oil	2,257	1,810	2,339	1,801
Fuel-diesel oil	121	61	49	348
Gasoline	111	70	216	59
Kerosene	121	105	121	------
Other and unclassified	------	13	------	8
All other and unclassified	12	8	12	9
Total	2,684	2,177	2,812	2,323
EAST COAST SOUTH AMERICA TO WEST COAST CANADA:				
Coffee	1	5	3	4
Ore, bauxite	27	51	47	39
Petroleum and products: Fuel-diesel oil	77	------	------	------
All other and unclassified	5	------	3	2
Total	110	56	53	45
EAST COAST SOUTH AMERICA TO WEST COAST CENTRAL AMERICA/MEXICO:				
Ammonium compounds	21	3	3	------
Asphalt	27	25	20	19
Cement	------	12	5	3
Chemicals:				
Petroleum	1	3	------	N.A.
Unclassified	5	6	6	------
Petroleum and products:				
Crude oil	789	599	213	18
Fuel-diesel oil	56	77	206	186
Gasoline	18	23	15	14
Other and unclassified	59	55	3	1
All other and unclassified	3	6	1	------
Total	979	809	472	241
EAST COAST SOUTH AMERICA TO WEST COAST SOUTH AMERICA:				
Ammonium compounds	8	------	------	------
Bauxite	7	6	8	5
Cement	22	16	1	15
Fertilizers, unclassified	20	11	2	------
Petroleum and products:				
Crude oil	951	743	716	642
Fuel-diesel oil	645	169	445	458
Gasoline	159	130	31	93
Kerosene	43	32	------	22
Lubricating oil	13	8	------	------
Other and unclassified	34	12	------	------
Salt	11	12	11	11
Wheat	------	5	------	------
All other and unclassified	28	6	13	26
Total	1,941	1,150	1,227	1,272
EAST COAST SOUTH AMERICA TO BALBOA, C.Z.:				
Petroleum and products:				
Fuel-diesel oil	279	234	178	160
Gasoline	1	14	35	24
Kerosene	------	2	4	7
Other and unclassified	11	2	1	------
All other and unclassified	3	------	1	1
Total	294	252	219	192

Table 23.—Important Commodity Shipments Over Principal Trade Routes Atlantic to Pacific—Continued

[Thousands of long tons]

	Fiscal year			
	1965	1964	1963	1962
EAST COAST SOUTH AMERICA TO OCEANIA:				
Chemicals, unclassified	------	6	------	------
Petroleum and products:				
Crude oil	------	------	12	102
Fuel-diesel oil	9	17	20	20
Gasoline	170	270	150	119
Kerosene	11	1	------	------
Lubricating oil	13	31	49	17
All other and unclassified	3	------	3	2
Total	206	325	234	260
EAST COAST SOUTH AMERICA TO HAWAIIAN ISLANDS:				
Petroleum and products:				
Fuel-diesel oil	8	------	------	7
Lubricating oil	------	18	------	------
Kerosene	134	45	89	49
All other and unclassified	1	------	------	------
Total	143	63	89	56
EAST COAST SOUTH AMERICA TO ASIA:				
Corn	------	4	------	1
Cotton, raw	14	8	16	14
Grains, unclassified	14	16	12	1
Metal, iron	69	103	55	20
Ores:				
Bauxite	36	38	10	50
Iron	78	92	106	156
Manganese	63	7	------	------
Tin	------	6	------	------
Petroleum and products:				
Crude oil	346	315	252	181
Fuel-diesel oil	767	629	674	245
Gasoline	15	------	------	------
Lubricating oil	28	51	60	13
Other and unclassified	28	------	6	13
Sugar	------	------	------	12
Wool	2	5	7	8
All other and unclassified	20	27	24	6
Total	1,480	1,301	1,222	720
CRISTOBAL, C.Z., TO WEST COAST UNITED STATES:				
Coffee	------	1	------	------
Petroleum and products:				
Fuel-diesel oil	17	------	------	------
Gasoline	------	49	48	33
All other and unclassified	------	------	------	------
Total	17	50	48	33
CRISTOBAL, C.Z., TO WEST COAST CENTRAL AMERICA/MEXICO:				
Petroleum and products:				
Fuel-diesel oil	16	13	5	------
Gasoline	20	33	10	------
Kerosene	7	5	3	------
Other and unclassified	5	------	------	------
All other and unclassified	------	------	------	3
Total	48	51	18	3

Table 23.—Important Commodity Shipments Over Principal Trade Routes Atlantic to Pacific—Continued

[Thousands of long tons]

	Fiscal year			
	1965	1964	1963	1962
CRISTOBAL, C.Z., TO BALBOA, C.Z.:				
Petroleum and products:				
Fuel-diesel oil	180	232	97	5
Gasoline	36	24	54	4
Kerosene	5	6	32	2
All other and unclassified	1	1	------	2
Total	222	263	183	13
CRISTOBAL, C.Z., TO ASIA:				
Petroleum and products: Fuel-diesel oil	28	7	------	------
All other and unclassified	------	------	------	------
Total	28	7	------	------
WEST INDIES TO WEST COAST UNITED STATES:				
Coffee	8	5	5	7
Molasses	------	------	------	14
Ore, bauxite	40	13	------	12
Petroleum and products:				
Crude oil	73	43	30	198
Fuel-diesel oil	676	485	621	980
Gasoline	622	442	295	376
Kerosene	160	130	60	71
Other and unclassified	7	18	------	------
All other and unclassified	29	11	6	11
Total	1,615	1,147	1,017	1,669
WEST INDIES TO WEST COAST CANADA:				
Bauxite	337	301	252	220
Petroleum and products:				
Fuel-diesel oil	76	------	20	18
Kerosene	8	------	------	------
All other and unclassified	4	------	------	12
Total	425	301	272	250
WEST INDIES TO WEST COAST CENTRAL AMERICA/MEXICO:				
Ammonium compounds	18	16	------	------
Chemicals, unclassified	3	3	------	------
Petroleum and products:				
Crude oil	43	11	------	13
Fuel-diesel oil	124	75	266	261
Gasoline	63	90	218	205
Kerosene	31	53	87	88
Lubricating oil	------	------	3	6
Other and unclassified	4	15	12	8
All other and unclassified	6	2	3	5
Total	292	265	589	586
WEST INDIES TO WEST COAST SOUTH AMERICA:				
Asphalt	18	2	18	28
Fertilizers, unclassified	21	5	------	------
Petroleum and products:				
Crude oil	------	------	------	17
Fuel-diesel oil	626	891	704	672
Gasoline	181	63	91	119
Kerosene	72	34	52	64
Lubricating oil	10	10	11	11
Other and unclassified	14	1	14	1
Salt	3	3	2	1
Sugar	------	5	101	141
All other and unclassified	6	2	4	2
Total	951	1,016	997	1,056

Table 23.—Important Commodity Shipments Over Principal Trade Routes Atlantic to Pacific—Continued

[Thousands of long tons]

	Fiscal year			
	1965	1964	1963	1962
WEST INDIES TO BALBOA, C.Z.:				
Petroleum and products:				
Fuel-diesel oil	188	168	151	211
Gasoline	29	31	29	109
Kerosene	3	3	------	21
Other and unclassified	------	3	------	23
All other and unclassified	1	2	10	------
Total	221	207	190	364
WEST INDIES TO HAWAIIAN ISLANDS:				
Petroleum and products:				
Fuel-diesel oil	------	16	11	------
Gasoline	2	------	------	17
Kerosene	140	161	92	72
Total	142	177	103	89
WEST INDIES TO OCEANIA:				
Asphalt	31	68	64	66
Petroleum and products:				
Fuel-diesel oil	45	42	9	60
Gasoline	32	75	125	123
Kerosene	11	15	18	31
Lubricating oil	32	41	27	40
Other and unclassified	17	------	2	------
Sugar	18	23	22	10
All other and unclassified	8	5	5	4
Total	194	269	272	334
WEST INDIES TO ASIA:				
Ammonium compounds	------	4	------	19
Fish, refrigerated	10	10	8	8
Machinery	5	6	------	1
Metals:				
Iron	------	9	------	------
Scrap	11	26	8	21
Molasses	27	------	50	108
Ores:				
Bauxite	24	30	20	15
Copper	5	14	11	10
Petroleum and products:				
Crude oil	28	------	------	------
Fuel-diesel oil	610	454	123	197
Gasoline	------	24	10	34
Kerosene	3	51	122	69
Lubricating oil	44	45	44	23
Sugar	607	487	602	1,851
All other and unclassified	2	4	16	7
Total	1,376	1,164	1,014	2,363
EUROPE TO WEST COAST UNITED STATES:				
Ammonium compounds	20	21	19	26
Asbestos	8	9	10	7
Automobiles and accessories	119	104	89	69
Beer	9	8	7	5
Canned food products	11	9	12	16
Chemicals, unclassified	29	32	26	25
Creosote	24	12	12	29
Electrical machinery and apparatus	7	5	5	4
Fertilizers, unclassified	58	65	62	55
Food in refrigeration	9	9	12	5

Table 23.—Important Commodity Shipments Over Principal Trade Routes Atlantic to Pacific—Continued

[Thousands of long tons]

	Fiscal year			
	1965	1964	1963	1962
EUROPE TO WEST COAST UNITED STATES—Continued:				
Glass and glassware	54	57	40	48
Groceries, unclassified	7	7	7	8
Iron and steel manufactures	111	175	155	228
Lumber	10	14	11	7
Liquors and wines	53	52	45	44
Machinery	31	22	21	18
Marble and stone	13	13	12	N.A.
Metals, miscellaneous	35	32	37	50
Nitrate of soda	10	2	7	------
Paper and paper products	103	82	60	66
Rope and twine	5	9	4	N.A.
Soda and sodium compounds	2	2	1	2
Woodpulp	2	4	2	8
All other and unclassified	152	108	113	130
Total	882	853	769	850
EUROPE TO WEST COAST CANADA:				
Asphalt	41	37	29	25
Automobiles and accessories	13	12	9	16
Chemicals, unclassified	6	6	6	5
Clay, fire and china	6	5	3	7
Creosote	12	------	12	5
Glass and glassware	13	12	13	7
Iron and steel manufactures	92	87	44	65
Liquors and wines	8	7	7	9
Machinery	10	12	8	9
Metals, miscellaneous	12	12	3	4
Ore, zinc	7	------	------	------
All other and unclassified	39	39	45	44
Total	259	229	179	196
EUROPE TO WEST COAST CENTRAL AMERICA/MEXICO:				
Ammonium compounds	45	47	54	55
Automobiles and accessories	7	7	6	5
Canned food products	7	6	6	5
Cement	5	25	16	15
Chemicals, unclassified	24	21	17	12
Fertilizers, unclassified	129	101	85	84
Glass and glassware	7	6	4	4
Iron and steel manufactures	61	45	38	41
Machinery	13	8	7	7
Metals, miscellaneous	4	8	7	9
Paper and paper products	9	9	9	6
Petroleum and products: Fuel-diesel oil	8	------	------	------
Phosphate	7	26	21	12
Potash	------	3	1	------
Soda and sodium compounds	3	5	4	5
All other and unclassified	47	42	42	39
Total	376	359	317	299
EUROPE TO WEST COAST SOUTH AMERICA:				
Agricultural implements	11	9	9	14
Ammonium compounds	71	59	89	75
Ammunition and explosives	4	4	8	N.A.
Automobiles and accessories	20	19	19	24
Barley	5	8	14	8
Bricks and tile	5	3	4	3

Table 23.—Important Commodity Shipments Over Principal Trade Routes Atlantic to Pacific—Continued

[Thousands of long tons]

	Fiscal year			
	1965	1964	1963	1962
EUROPE TO WEST COAST SOUTH AMERICA—Continued:				
Canned food products	18	16	37	40
Cement	16	21	27	17
Chemicals, unclassified	85	71	75	64
Coal	4	5	2	2
Coke	4	9	1	35
Electrical machinery and apparatus	17	14	18	22
Fertilizers, unclassified	61	84	117	118
Flour, wheat	9	9	22	19
Glass and glassware	12	15	12	12
Grains, unclassified	------	------	------	5
Groceries, unclassified	9	9	8	8
Iron and steel manufactures	182	193	182	206
Machinery	69	66	70	64
Metals:				
Iron	33	18	25	21
Miscellaneous	6	8	5	5
Oats	5	4	5	------
Paints and varnishes	4	6	6	8
Paper and paper products	47	59	52	49
Petroleum and products: Other and unclassified	3	5	4	3
Phosphate	33	32	59	57
Potash	5	13	11	9
Railroad materials	7	3	8	4
Rice	8	------	------	------
Slag	1	5	10	7
Soda and sodium compounds	32	37	33	32
Sugar	11	4	43	72
Textiles	5	5	5	5
Vegetable oil, miscellaneous	5	4	11	6
Wax, paraffin	11	10	9	9
Woodpulp	27	26	18	6
All other and unclassified	122	123	110	141
Total	967	976	1,128	1,170
EUROPE TO HAWAIIAN ISLANDS:				
Fertilizers, unclassified	9	5	11	5
Ores, miscellaneous	------	------	------	14
Sand	------	------	14	------
All other and unclassified	3	12	3	4
Total	12	17	28	23
EUROPE TO OCEANIA:				
Agricultural implements	9	6	9	12
Ammonium compounds	13	6	7	8
Asphalt	6	4	6	7
Automobiles and accessories	74	78	56	54
Beer	3	3	4	7
Bricks and tile	6	4	4	12
Canned food products	8	5	8	12
Cement	66	56	46	47
Chemicals, unclassified	52	46	45	38
Clay, fire and china	11	3	1	1
Coke	------	------	7	43
Electrical machinery and apparatus	12	10	10	11
Fertilizers, unclassified	14	12	12	6
Flour, wheat	10	11	12	11
Floor coverings	5	4	5	5

Table 23.—Important Commodity Shipments Over Principal Trade Routes Atlantic to Pacific—Continued

[Thousands of long tons]

	Fiscal year			
EUROPE TO OCEANIA—Continued:	1965	1964	1963	1962
Glass and glassware	16	20	18	18
Iron and steel manufactures	178	142	125	147
Liquors and wines	16	12	15	12
Machinery	62	49	45	45
Metals, miscellaneous	10	19	14	10
Paper and paper products	16	16	18	21
Petroleum and products:				
Fuel-diesel oil	18	8	8	------
Gasoline	1	17	------	16
Lubricating oil	24	24	50	49
Other and unclassified	1	9	9	1
Phosphate	------	4	12	12
Potash	3	69	60	57
Rice	4	1	2	2
Salt	38	38	30	32
Slag	7	18	13	21
Soda and sodium compounds	9	7	8	8
Sugar	6	5	4	4
Sulfur	------	7	------	------
Textiles	11	10	10	13
Tinplate	4	4	5	13
Woodpulp	11	8	7	10
All other and unclassified	178	144	141	161
Total	902	879	826	926
EUROPE TO ANTARCTICA:				
Petroleum and products: Fuel-diesel oil	10	------	------	------
All other and unclassified	------	------	------	------
Total	10	------	------	------
EUROPE TO ASIA:				
Ammonium compounds	------	------	------	1
Chemicals:				
Petroleum	------	3	------	N.A.
Unclassified	9	7	13	5
Fish, refrigerated	4	3	13	------
Iron and steel manufactures	2	4	2	7
Machinery	6	7	8	8
Metals:				
Miscellaneous	6	3	6	19
Scrap	4	1	------	3
Molasses	1	2	11	19
Phosphate	------	------	6	2
Potash	21	27	30	15
Soda and sodium compounds	13	25	4	13
All other and unclassified	22	27	23	46
Total	88	109	116	138
ASIA (MIDDLE EAST) TO WEST COAST UNITED STATES:				
Petroleum and products: Crude oil	------	------	------	25
All other and unclassified	12	6	6	9
Total	12	6	6	34
AFRICA TO WEST COAST UNITED STATES:				
Asbestos	5	4	3	4
Cocoa and cacao beans	12	12	9	5
Coffee	49	25	40	28
Corn	------	------	------	11
Hemp	7	4	4	5

Table 23.—Important Commodity Shipments Over Principal Trade Routes Atlantic to Pacific—Continued

[Thousands of long tons]

	Fiscal year			
	1965	1964	1963	1962
AFRICA TO WEST COAST UNITED STATES—Continued:				
Iron and steel manufactures	------	4	8	13
Metal, iron	2	10	4	3
Petroleum and products: Crude oil	------	29	32	------
Ores:				
Bauxite	76	44	31	41
Chrome	------	6	------	2
Manganese	13	1	12	11
Other and unclassified	1	3	------	1
All other and unclassified	15	9	14	10
Total	180	151	157	134
AFRICA TO WEST COAST CANADA:				
Coffee	4	3	3	4
Sugar	------	11	------	------
Wine	------	1	------	------
All other and unclassified	7	4	4	5
Total	11	19	7	9
AFRICA TO WEST COAST CENTRAL AMERICA/MEXICO:				
Corn	------	34	------	------
All other and unclassified	------	------	------	------
Total	------	34	------	------
AFRICA TO WEST COAST SOUTH AMERICA:				
Asphalt	------	5	------	------
Petroleum and products: Crude oil	------	------	33	------
Phosphate	48	------	9	10
Skins and hides	------	3	------	------
Slag	4	5	------	------
All other and unclassified	------	------	------	------
Total	52	13	42	10
AFRICA TO OCEANIA:				
Cement	32	------	------	------
Phosphate	------	11	------	------
Wine	------	2	------	2
Woodpulp	------	1	------	------
All other and unclassified	2	1	1	1
Total	34	15	1	3
AFRICA TO ASIA:				
Fish, refrigerated	6	6	5	4
Phosphate	10	------	27	36
All other and unclassified	1	------	1	1
Total	17	6	33	41

Table 24.—Important Commodity Shipments Over Principal Trades Routes Pacific to Atlantic

[Thousands of long tons]

	Fiscal year			
	1965	1964	1963	1962
WEST COAST UNITED STATES TO EAST COAST UNITED STATES:				
Asphalt	------	------	------	25
Canned food products	110	126	77	84
Chemicals:				
Petroleum	123	98	122	N.A.
Unclassified	81	113	94	112
Fruit, dried	11	21	9	6
Lumber	934	822	843	988
Metals:				
Aluminum	------	------	5	------
Lead	6	16	12	8
Molasses	10	14	------	------
Paper and paper products	------	3	6	11
Petroleum and products:				
Crude oil	82	------	------	54
Fuel-diesel oil	502	1,784	1,365	1,308
Gasoline	43	33	75	15
Kerosene	30	9	6	------
Lubricating oil	111	97	42	97
Other and unclassified	13	16	9	66
Tallow	------	8	------	------
Vegetable oil, miscellaneous	1	10	17	22
Wine	48	47	54	62
Woodpulp	------	8	47	75
All other and unclassified	72	59	35	28
Total	2,177	3,284	2,818	2,961
WEST COAST UNITED STATES TO EAST COAST CANADA:				
Canned food products	5	19	25	27
Iron and steel manufactures	6	------	------	------
Petroleum and products: Fuel-diesel oil	------	18	------	------
All other and unclassified	1	1	3	4
Total	12	38	28	31
WEST COAST UNITED STATES TO EAST COAST CENTRAL AMERICA/MEXICO:				
Fertilizers, unclassified	------	------	4	------
Paper and paper products	1	4	------	------
All other and unclassified	1	------	------	------
Total	2	4	4	------
WEST COAST UNITED STATES TO EAST COAST SOUTH AMERICA:				
Beans, edible	9	6	4	7
Borax	3	2	4	5
Canned food products	7	10	13	12
Chemicals, unclassified	15	5	7	5
Fruit, fresh (excluding bananas)	8	7	4	3
Infusorial earth	5	4	4	4
Machinery	3	4	4	5
Iron and steel manufactures	3	27	2	3
Metal, aluminum	1	7	1	3
Paper and paper products	10	12	10	11
Peas, dry	7	10	9	8
Vegetable oil, miscellaneous	6	4	4	------
Vegetables, dry	7	2	1	------

Table 24.—Important Commodity Shipments Over Principal Trade Routes Pacific to Atlantic—Continued

[Thousands of long tons]

	Fiscal year			
	1965	1964	1963	1962
WEST COAST UNITED STATES TO EAST COAST SOUTH AMERICA—Continued:				
Wheat	------	9	6	------
Woodpulp	29	35	21	15
All other and unclassified	42	35	33	41
Total	155	179	127	122
WEST COAST UNITED STATES TO CRISTOBAL, C.Z.:				
Lumber	1	------	3	------
Paper and paper products	1	2	2	------
All other and unclassified	3	5	5	------
Total	5	7	10	------
WEST COAST UNITED STATES TO WEST INDIES:				
Beans, edible	7	7	6	3
Canned food products	28	30	60	56
Fish, refrigerated	4	3	3	1
Lumber	20	10	29	19
Paper and paper products	13	11	8	9
Rice	117	109	112	102
Soda and sodium compounds	------	------	8	------
Vegetables, dry	2	1	2	------
Wheat	13	------	------	------
All other and unclassified	91	82	40	29
Total	295	253	268	219
WEST COAST UNITED STATES TO EUROPE:				
Asphalt	2	------	6	------
Barley	56	159	366	770
Beans, edible	20	18	23	9
Borax	250	232	178	164
Canned food products	270	231	292	255
Chemicals, unclassified	24	29	11	13
Coal	------	14	15	------
Coke	201	305	64	75
Copra	7	1	7	------
Corn	------	------	------	20
Cotton, raw	58	73	73	87
Flour, wheat	4	3	30	41
Food in refrigeration	18	19	20	10
Fruit:				
Dried	62	61	59	70
Fresh (excluding bananas)	111	126	105	160
Grains, unclassified	20	37	69	27
Groceries, unclassified	4	7	5	6
Honey	1	6	5	2
Infusorial earth	47	34	34	29
Lumber	196	224	194	118
Machinery	13	8	10	8
Manufactures of iron and steel	114	105	2	2
Metals:				
Aluminum	53	42	38	21
Copper	28	24	36	43
Scrap	19	5	6	19
Other and unclassified	12	8	5	8
Oats	------	------	13	------
Oilseeds	105	31	65	8
Ore, manganese	------	------	5	------

Table 24.—Important Commodity Shipments Over Principal Trade Routes Pacific to Atlantic—Continued

[Thousands of long tons]

	Fiscal year			
	1965	1964	1963	1962
WEST COAST UNITED STATES TO EUROPE—Continued:				
Paper and paper products	46	31	33	33
Peas, dry	40	44	53	46
Petroleum and products:				
Crude oil	------	20	38	------
Kerosene	------	21	------	------
Lubricating oil	26	2	3	2
Other and unclassified	214	142	71	3
Rags and waste	4	5	5	N.A.
Resin	3	7	6	8
Rice	12	31	43	81
Seeds, excluding oilseeds	20	26	20	14
Slag	------	9	------	------
Tallow	6	6	5	4
Vegetables, dry	15	16	14	7
Vegetable oil, miscellaneous	12	11	2	1
Wheat	20	140	47	108
Woodpulp	192	202	182	124
All other and unclassified	106	113	146	161
Total	2,411	2,628	2,404	2,557
WEST COAST UNITED STATES TO AFRICA:				
Barley	10	------	------	157
Chemicals, unclassified	12	9	4	------
Flour, wheat	------	------	12	------
Lumber	9	6	8	5
Paper and paper products	23	24	22	20
Tallow	9	6	2	5
Wheat	------	41	------	49
All other and unclassified	34	22	25	18
Total	97	108	73	254
WEST COAST UNITED STATES TO ASIA (MIDDLE EAST):				
Barley	------	------	2	------
Cotton, raw	4	1	1	1
Flour, wheat	------	------	3	------
Lumber	3	2	2	1
Rice	1	1	2	12
Tallow	------	------	2	------
Wheat	------	------	------	64
All other and unclassified	10	13	8	16
Total	18	17	20	94
WEST COAST CANADA TO EAST COAST UNITED STATES:				
Lumber	1,149	1,209	989	1,068
Paper and paper products	6	3	3	3
Potash	24	36	------	------
Woodpulp	5	7	10	27
All other and unclassified	1	------	1	------
Total	1,185	1,255	1,003	1,098
WEST COAST CANADA TO EAST COAST CANADA:				
Lumber	9	10	22	25
All other and unclassified	------	------	1	1
Total	9	10	23	26

Table 24.—Important Commodity Shipments Over Principal Trade Routes Pacific to Atlantic—Continued

[Thousands of long tons]

	Fiscal year			
	1965	1964	1963	1962
WEST COAST CANADA TO EAST COAST SOUTH AMERICA:				
Flour, wheat	------	------	10	------
Paper and paper products	5	3	3	3
Potash	33	------	------	------
Sulfur	27	10	------	------
Wheat	253	151	148	84
Woodpulp	16	15	20	31
All other and unclassified	6	15	10	8
Total	340	194	191	126
WEST COAST CANADA TO WEST INDIES:				
Flour, wheat	8	8	17	9
Lumber	108	83	105	87
Wheat	------	8	------	22
Woodpulp	1	------	------	7
All other and unclassified	5	4	5	17
Total	122	103	127	142
WEST COAST CANADA TO EUROPE:				
Asbestos	8	9	17	12
Barley	148	201	71	80
Canned food products	17	17	15	9
Fibers, miscellaneous	1	6	1	2
Flour, wheat	3	19	1	4
Food in refrigeration	6	6	4	3
Fruit, fresh (excluding bananas)	14	14	12	12
Grains, unclassified	27	45	67	42
Infusorial earth	1	9	6	8
Lumber	1,609	1,273	1,127	848
Machinery	------	10	------	------
Metals:				
Aluminum	38	48	60	42
Lead	42	42	46	39
Zinc	63	62	56	60
Other and unclassified	4	7	2	1
Oats	44	170	129	7
Oil, fish	6	4	------	------
Oilseeds	137	67	85	155
Ores, miscellaneous	6	33	8	8
Paper and paper products	81	89	73	73
Rags and waste	9	------	------	N.A.
Seeds, excluding oilseeds	8	7	7	6
Soybeans	11	------	------	------
Spices	7	5	1	3
Sulfur	229	92	13	------
Wheat	482	838	383	687
Woodpulp	290	231	199	164
All other and unclassified	38	29	16	31
Total	3,329	3,333	2,399	2,296
WEST COAST CANADA TO AFRICA:				
Lumber	136	114	135	117
Metal, aluminum	11	14	10	9
Oilseeds	------	------	12	14
Paper and paper products	2	4	2	4
Sulfur	58	19	15	------
Wheat	52	34	129	31

Table 24.—Important Commodity Shipments Over Principal Trades Routes Pacific to Atlantic—Continued

[Thousands of long tons]

	Fiscal year			
	1965	1964	1963	1962
WEST COAST CANADA TO AFRICA—Continued:				
Woodpulp	2	5	1	1
All other and unclassified	8	9	3	------
Total	269	199	307	176
WEST COAST CANADA TO ASIA (MIDDLE EAST):				
Lumber	12	7	3	13
Sulfur	10	------	------	------
Wheat	------	18	9	------
All other and unclassified	15	3	3	8
Total	37	28	15	21
WEST COAST CENTRAL AMERICA/MEXICO TO EAST COAST UNITED STATES:				
Bananas	297	227	213	185
Coffee	20	30	17	20
Food in refrigeration	7	6	3	2
Lumber	4	2	3	6
Molasses	24	28	------	15
Oilseeds	3	4	3	4
Ores:				
Iron	------	22	------	------
Manganese	79	99	87	130
Sugar	196	119	77	153
All other and unclassified	9	4	35	2
Total	639	541	438	517
WEST COAST CENTRAL AMERICA/MEXICO TO EAST COAST CENTRAL AMERICA/MEXICO:				
Wheat	86	59	57	38
All other and unclassified	2	2	------	1
Total	88	61	57	39
WEST COAST CENTRAL AMERICA/MEXICO TO EAST COAST SOUTH AMERICA:				
Beans, edible	8	6	1	1
Copra	1	13	2	------
Food in refrigeration	------	------	2	------
Lumber	2	5	3	11
Oilseeds	------	4	13	1
All other and unclassified	16	8	3	6
Total	27	36	24	19
WEST COAST CENTRAL AMERICA/MEXICO TO CRISTOBAL, C.Z.:				
Coffee	1	3	1	1
Cotton, raw	3	3	3	2
Lumber	1	1	2	1
All other and unclassified	3	4	4	4
Total	8	11	10	8
WEST COAST CENTRAL AMERICA/MEXICO TO WEST INDIES:				
Barley	------	------	2	------
Chemicals, unclassified	------	3	------	------
Food in refrigeration	2	4	5	5
Lumber	5	4	------	1
All other and unclassified	3	3	4	5
Total	10	14	11	11

Table 24.—Important Commodity Shipments Over Principal Trade Routes Pacific to Atlantic—Continued

[Thousands of long tons]

	Fiscal year			
	1965	1964	1963	1962
WEST COAST CENTRAL AMERICA/MEXICO TO EUROPE:				
Bananas	16	------	1	15
Coffee	61	79	62	68
Corn	196	------	------	------
Cotton, raw	121	130	175	99
Fertilizers, unclassified	------	7	------	------
Honey	3	3	5	4
Lumber	43	52	31	32
Oilseeds	86	70	59	65
Petroleum and products: Fuel-diesel oil	7	------	------	------
Rice	------	------	23	------
Sugar	20	------	------	------
Tobacco	4	6	3	1
Wheat	341	51	------	------
All other and unclassified	14	9	9	12
Total	912	407	368	296
WEST COAST CENTRAL AMERICA/MEXICO TO AFRICA:				
Rice	------	------	8	------
All other and unclassified	------	------	------	------
Total	------	------	8	------
WEST COAST SOUTH AMERICA TO EAST COAST UNITED STATES:				
Ammonium compounds	------	5	------	------
Bananas	573	690	610	611
Canned food products	5	5	6	7
Chemicals, unclassified	9	4	22	24
Cocoa and cacao beans	13	13	15	10
Coffee	191	203	229	207
Cotton, raw	3	9	12	6
Fertilizers, unclassified	------	------	2	120
Fishmeal	213	252	138	N.A.
Food in refrigeration	7	8	6	4
Fruit, fresh (excluding bananas)	29	29	21	22
Guano	------	8	7	8
Iron and steel manufactures	2	------	7	7
Lumber	50	46	36	26
Metals:				
Copper	306	279	239	276
Iron	14	11	4	34
Lead	17	20	18	21
Zinc	16	12	12	10
Other and unclassified	3	4	11	3
Molasses	86	126	127	80
Nitrate of soda	375	364	354	450
Oil, whale	5	7	6	6
Ores:				
Antimony	4	2	2	25
Chrome	21	------	------	------
Copper	39	32	17	33
Iron	3,583	2,802	3,089	4,379
Lead	5	11	4	1
Manganese	7	5	19	22
Tin	17	13	3	1
Zinc	59	54	58	56
Other and unclassified	105	82	67	86
Potash	------	6	17	------

Table 24.—Important Commodity Shipments Over Principal Trade Routes Pacific to Atlantic—Continued

[Thousands of long tons]

	Fiscal year			
	1965	1964	1963	1962
WEST COAST SOUTH AMERICA TO EAST COAST UNITED STATES—Continued:				
Soda and sodium compounds	------	7	------	------
Sugar	388	287	488	653
All other and unclassified	24	23	23	31
Total	6,169	5,419	5,669	7,219
WEST COAST SOUTH AMERICA TO EAST COAST CANADA:				
Coffee	3	5	6	4
Lumber	3	2	4	3
Metal, zinc	------	------	10	11
Ores:				
Iron	91	189	244	228
Zinc	------	14	------	3
All other and unclassified	6	2	4	6
Total	103	212	268	255
WEST COAST SOUTH AMERICA TO EAST COAST CENTRAL AMERICA/MEXICO:				
Fishmeal	21	19	13	N.A.
Nitrate of soda	10	9	9	7
Paper and paper products	9	5	1	------
All other and unclassified	3	5	1	3
Total	43	38	24	10
WEST COAST SOUTH AMERICA TO CRISTOBAL, C.Z.:				
Beans, edible	1	1	2	2
Molasses	------	------	1	------
Ore, antimony	------	------	1	------
All other and unclassified	5	3	2	4
Total	6	4	6	6
WEST COAST SOUTH AMERICA TO EAST COAST SOUTH AMERICA:				
Fertilizers, unclassified	------	------	------	15
Fishmeal	19	17	16	N.A.
Lumber	1	1	2	1
Oil, fish	12	4	3	------
Potash	------	------	2	------
Rice	------	------	------	3
Nitrate of soda	------	------	6	9
All other and unclassified	10	10	8	17
Total	42	32	37	45
WEST COAST SOUTH AMERICA TO WEST INDIES:				
Beans, edible	3	------	8	12
Fish, refrigerated	27	31	25	17
Canned food products	------	------	2	------
Fishmeal	------	------	2	N.A.
Metal, copper	------	------	2	------
Petroleum and products: Fuel-diesel oil	------	------	------	4
Rice	------	------	------	33
All other and unclassified	3	2	6	7
Total	33	33	45	73

Table 24.—Important Commodity Shipments Over Principal Trade Routes Pacific to Atlantic—Continued

[Thousands of long tons]

	Fiscal year			
	1965	1964	1963	1962
WEST COAST SOUTH AMERICA TO EUROPE:				
Ammonium compounds	5	16	4	------
Bananas	431	373	259	269
Beans, edible	22	19	17	15
Canned food products	7	8	9	8
Coal	------	34	------	------
Cocoa and cacao beans	11	10	12	12
Coffee	103	121	107	91
Cotton, raw	57	76	88	86
Fertilizers, unclassified	2	3	8	762
Fishmeal	1,220	931	869	N.A.
Fruit, fresh (excluding bananas)	25	25	19	13
Lumber	25	11	7	5
Metals:				
Copper	340	321	353	381
Iron	1	1	2	21
Lead	35	43	30	49
Tin	7	1	4	------
Zinc	33	34	15	16
Other and unclassified	3	4	1	1
Molasses	------	13	26	------
Nitrate of soda	364	352	318	374
Oils:				
Fish	169	82	169	117
Whale	------	1	15	7
Oilseeds	61	59	54	69
Ores:				
Copper	90	126	96	48
Iron	2,700	2,786	2,814	2,096
Lead	42	49	34	42
Tin	40	50	50	56
Zinc	79	129	117	102
Other and unclassified	42	19	21	18
Petroleum and products: Crude oil	172	187	189	190
Rice	5	9	7	4
Sugar	4	127	1	------
Vegetables, dry	28	10	26	16
Wine	7	8	9	3
Wool	4	12	12	10
All other and unclassified	52	47	41	46
Total	6,186	6,097	5,803	4,927
WEST COAST SOUTH AMERICA TO AFRICA:				
Rice	------	------	17	------
Sugar	------	10	------	------
All other and unclassified	------	------	1	------
Total	------	10	18	------
WEST COAST SOUTH AMERICA TO ASIA (MIDDLE EAST):				
Cotton, raw	4	3	------	------
Metals, miscellaneous	4	6	------	------
Nitrate of soda	15	4	9	44
All other and unclassified	6	2	------	2
Total	29	15	9	46

Table 24.—Important Commodity Shipments Over Principal Trade Routes Pacific to Atlantic—Continued

[Thousands of long tons]

	Fiscal year			
	1965	1964	1963	1962
Balboa, C.Z., to East Coast United States:				
Coffee	5	------	------	------
Fish, refrigerated	5	3	3	2
Machinery	------	------	3	------
Sugar	7	2	1	3
All other and unclassified	8	6	5	2
Total	25	11	12	7
Hawaiian Islands to East Coast United States:				
Canned fruit	208	260	282	284
Sugar	243	262	138	311
All other and unclassified	14	14	18	38
Total	465	536	438	633
Hawaiian Islands to East Coast Canada:				
Canned fruit	4	9	10	3
All other and unclassified	------	------	------	------
Total	4	9	10	3
Hawaiian Islands to Europe:				
Canned fruit	26	30	23	22
All other and unclassified	1	7	7	2
Total	27	37	30	24
Oceania to East Coast United States:				
Barley	------	------	------	32
Canned food products	2	1	5	1
Dairy products, refrigerated	25	19	19	22
Iron and steel manufactures	------	------	11	43
Meat, refrigerated	156	267	281	194
Metals:				
Iron	------	------	12	------
Lead	30	39	44	70
Molasses	58	32	------	------
Ores:				
Zinc	------	------	------	11
Other and unclassified	118	100	65	52
Sand	1	3	11	1
Skins and hides	20	22	18	24
Sugar	219	212	170	70
Sulfur	------	------	------	11
Wool	71	63	75	66
All other and unclassified	21	23	18	18
Total	721	781	729	615
Oceania to East Coast Canada:				
Barley	------	------	------	25
Canned food products	12	10	6	6
Fruit, dried	14	12	14	12
Iron and steel manufactures	------	------	9	2
Meat, refrigerated	26	32	27	22
Ores, miscellaneous	18	9	2	1
Sugar	119	103	148	111
Wool	7	5	4	5
All other and unclassified	5	4	5	6
Total	201	175	215	190

Table 24.—Important Commodity Shipments Over Principal Trade Routes Pacific to Atlantic—Continued

[Thousands of long tons]

	Fiscal year			
	1965	1964	1963	1962
OCEANIA TO EAST COAST CENTRAL AMERICA/ MEXICO:				
Wool	12	9	6	7
All other and unclassified	3	1	1	------
Total	15	10	7	7
OCEANIA TO EAST COAST SOUTH AMERICA:				
Copra	6	16	17	10
All other and unclassified	6	6	5	2
Total	12	22	22	12
OCEANIA TO WEST INDIES:				
Canned food products	16	9	9	8
Dairy products, refrigerated	8	8	6	6
Flour, wheat	9	8	3	------
Iron and steel manufactures	8	7	5	3
Meat, refrigerated	17	14	12	13
Tallow	2	4	4	1
All other and unclassified	12	10	7	9
Total	72	60	46	40
OCEANIA TO EUROPE:				
Canned food products	50	37	37	32
Cocoa and cacao beans	2	4	5	3
Copra	71	70	78	67
Dairy products, refrigerated	262	217	218	200
Fruit, fresh (excluding bananas)	47	42	29	53
Groceries, unclassified	1	6	1	1
Meat, refrigerated	370	302	286	294
Metals:				
Lead	15	14	4	23
Other and unclassified	6	9	14	5
Oil, coconut	18	27	20	21
Ores:				
Zinc	9	------	5	------
Other and unclassified	3	1	3	3
Petroleum and products: Fuel-diesel oil	------	6	------	------
Phosphate	214	153	147	148
Seeds, excluding oilseeds	5	9	8	8
Skins and hides	21	20	22	23
Sugar	189	152	117	77
Tallow	21	18	8	19
Wool	136	167	178	172
All other and unclassified	36	25	26	51
Total	1,476	1,279	1,206	1,200
ASIA TO EAST COAST UNITED STATES:				
Automobiles and accessories	12	5	5	4
Bricks and tile	45	41	28	21
Canned food products	115	110	106	88
Chemicals, unclassified	24	17	13	13
Coffee	5	8	8	5
Copra	33	45	37	36
Electrical machinery and apparatus	42	33	23	15
Fibers, miscellaneous	12	10	8	15
Fish, refrigerated	10	10	14	13
Floor coverings	21	15	11	11
Glass and glassware	22	20	17	15
Groceries, unclassified	10	11	10	26

Table 24.—Important Commodity Shipments Over Principal Trade Routes Pacific to Atlantic—Continued

[Thousands of long tons]

	Fiscal year			
	1965	1964	1963	1962
ASIA TO EAST COAST UNITED STATES—Continued:				
Hemp, unmanufactured	21	21	20	19
Iron and steel manufactures	1,858	828	672	307
Jute	15	23	23	15
Lumber	319	265	210	184
Machinery	32	21	20	18
Metals, miscellaneous	65	40	26	15
Molasses	30	------	------	------
Motorcycles, bicycles, and parts	18	6	2	------
Oils:				
Coconut	121	118	120	68
Vegetable, miscellaneous	1	3	9	6
Whale	11	26	12	7
Ores:				
Chrome	202	218	186	286
Manganese	11	8	20	11
Other and unclassified	3	2	5	12
Porcelainware	90	84	71	67
Rubber:				
Crude	62	79	97	102
Manufactured	16	21	29	25
Spices	6	6	6	4
Sugar	1,074	948	948	1,094
Textiles	143	105	102	92
Tobacco	12	6	5	5
All other and unclassified	467	398	392	357
Total	4,928	3,551	3,255	2,956
ASIA TO EAST COAST CANADA:				
Canned food products	5	5	5	4
Iron and steel manufactures	52	19	12	4
Lumber	22	15	9	10
Textiles	9	5	3	3
Ore, chrome	9	10	9	26
Porcelainware	6	8	3	4
All other and unclassified	44	30	34	26
Total	147	92	75	77
ASIA TO EAST COAST CENTRAL AMERICA/MEXICO:				
Copra	6	------	------	------
Iron and steel manufactures	2	------	1	------
Rubber, crude	6	2	------	1
All other and unclassified	5	3	4	4
Total	19	5	5	5
ASIA TO EAST COAST SOUTH AMERICA:				
Chemicals, unclassified	3	4	5	3
Copra	42	23	51	51
Creosote	1	4	------	------
Electrical machinery and apparatus	4	6	5	3
Iron and steel manufactures	209	113	114	90
Machinery	7	4	4	7
Metals, miscellaneous	10	10	6	4
Porcelainware	3	3	2	2
Railroad materials	11	------	------	1
Textiles	6	5	6	6
Tinplate	24	15	13	2
Woodpulp	------	------	4	------
All other and unclassified	49	34	27	29
Total	369	221	237	198

Table 24.—Important Commodity Shipments Over Principal Trade Routes Pacific to Atlantic—Continued

[Thousands of long tons]

	Fiscal year			
	1965	1964	1963	1962
ASIA TO CRISTOBAL, C.Z.:				
Iron and steel manufactures	4	4	3	2
Jute	2	2	4	2
Lumber	1	3	3	5
Rubber, crude	2	2	3	------
Textiles	3	3	6	4
All other and unclassified	23	24	20	25
Total	35	38	39	38
ASIA TO WEST INDIES:				
Beans, edible	1	------	------	11
Bricks and tile	3	2	1	2
Canned food products	2	3	8	------
Chemicals, unclassified	1	------	4	2
Cement	4	3	1	4
Coal	23	27	10	------
Electrical machinery and apparatus	4	2	1	1
Fish, refrigerated	7	10	3	1
Glass and glassware	4	1	1	1
Iron and steel manufactures	21	17	11	8
Lumber	46	23	58	33
Machinery	4	9	3	2
Meat, refrigerated	------	10	------	------
Paper and paper products	------	3	3	10
Porcelainware	13	4	5	3
Rice	8	------	------	------
Soybeans	5	------	------	------
Textiles	19	9	9	8
Tinplate	3	9	2	12
Woodpulp	6	4	9	7
All other and unclassified	36	19	29	33
Total	210	155	158	138
ASIA TO EUROPE:				
Canned food products	10	10	9	12
Chemicals, unclassified	21	4	2	2
Food in refrigeration	2	5	2	2
Iron and steel manufactures	10	6	3	3
Lumber	12	7	8	7
Oils:				
Coconut	32	9	1	------
Whale	9	9	------	6
Paper and paper products	4	5	4	3
All other and unclassified	27	25	26	18
Total	127	80	55	53

Table 25.—Small Vessels[1] Transiting Canal

	Fiscal year 1965			
	Atlantic to Pacific	*Pacific to Atlantic*	*Total*	*Fiscal year 1964*
Commercial (tolls-paying):				
Number of transits:				
Assessed on net tonnage	288	283	571	622
Assessed on displacement tonnage	2	7	9	5
Total, transits	290	290	580	627
Panama Canal net tonnage	30,022	32,883	62,905	57,587
Displacement tonnage	403	2,497	2,900	2,092
Tolls	$25,056	$28,873	$53,929	$48,686
Cargo (long tons)	11,526	9,172	20,698	19,202
Government (tolls credit):				
Number of transits:				
Assessed on net tonnage	12	12	24	23
Assessed on displacement tonnage	45	39	84	96
Total, transits	57	51	108	119
Panama Canal net tonnage	354	259	613	969
Displacement tonnage	5,380	2,322	7,702	6,291
Tolls	$2,945	$1,347	$4,292	$3,844
Cargo (long tons)	------	------	------	------
Combined Commercial/Government:				
Number of transits:				
Assessed on net tonnage	300	295	595	645
Assessed on displacement tonnage	47	46	93	101
Total, transits	347	341	688	746
Panama Canal net tonnage	30,376	33,142	63,518	58,556
Displacement tonnage	5,783	4,819	10,602	8,383
Tolls	$28,001	$30,220	$58,221	$52,530
Cargo (long tons)	11,526	9,172	20,698	19,202

1 Includes vessels under 300 net tons (Panama Canal measurement), or under 500 displacement tons for vessels assessed on displacement tonnage. This traffic is not included in any of the summaries of oceangoing traffic.

Table 26.—Water Supply and Usage

	Fiscal year		Percent of usage, fiscal year	
	1965	1964	1965	1964
	(Acre-feet)			
MADDEN AND GATUN LAKE WATER SUPPLY:				
Total runoff, Madden Lake Basin	1,624,541	1,826,262		
Evaporation from Madden Lake	45,363	44,444		
Available for Madden Lake uses	1,579,178	1,781,818		
Total runoff, Gatun Lake (area below Madden)	2,572,222	2,859,527		
Subtotal	4,151,400	4,641,345		
Evaporation from Gatun Lake	482,208	478,834		
Available for Gatun Lake uses	3,669,192	4,162,511		
MADDEN LAKE WATER USAGE:				
Madden hydroelectric power	1,520,363	1,508,425	94	83
Madden spillway discharge	91,850	313,705	6	17
Total, Madden Lake usage	1,612,213	1,822,130	100	100
Madden Lake volume	336,249	369,284		
Gain or loss in storage	−33,035	−40,312		
GATUN LAKE WATER USAGE:				
Gatun hydroelectric power	1,535,009	1,453,719	38	35
Gatun and Pedro Miguel lockages	1,892,172	1,880,854	46	45
Municipal and other uses	69,628	68,044	2	2
Subtotal	3,496,809	3,402,617	86	82
Gatun spillway discharge	559,780	776,951	14	18
Total, Gatun Lake usage	4,056,589	4,179,568	100	100
Net annual runoff, Gatun Lake Basin	3,669,192	4,162,511		
Gatun Lake volume	3,935,813	4,290,174		
Gain or loss in storage	−354,361	+23,255		

Table No. 27.—Dredging Operations, Fiscal Year 1965

[Cubic yards]

Location	Earth	Rock	Total
CANAL PRISM DREDGING:			
Atlantic entrance maintenance	317,700	-------	317,700
Pacific entrance maintenance	-------	-------	-------
Gatun Lake and Gaillard Cut maintenance	1,097,400	153,000	1,250,400
Harbors maintenance	1,575,000	1,100	1,576,100
Total, Canal prism	2,990,100	154,100	3,144,200
AUXILIARY AND CONSTRUCTION DREDGING:			
Empire Reach and Mandinga Flare Cut widening project	200	20,500	20,700
Total, Canal dredging	2,990,300	174,600	3,164,900
Grand total, fiscal year 1965	2,990,300	174,600	3,164,900
Grand total, fiscal year 1964	4,413,600	566,500	4,980,100

Table 28.—Electric Power Generated

[Kilowatt-hours]

	Fiscal year 1965	Fiscal year 1964
Gross Power Generated:		
Gatun Hydro Station	96,688,200	88,102,100
Madden Hydro Station	178,405,500	174,858,900
Diesel Stations, Panama Canal	169,287,000	155,644,800
Total, generated	444,380,700	418,605,800
Consumed for station service	4,321,915	4,008,862
Net generator output	440,058,785	414,596,938
Received from military diesel units	294,300	
Received from Fuerza y Luz (net)	31,133,400	4,902,000
Total	471,486,485	419,498,938
Distributed to consumers	438,442,118	382,028,039
System Losses:		
Kilowatt-hours	37,366,282	41,479,761
Percent	7.9	9.8
Peakload (kilowatts)	75,200	67,300
Date	May 3, 1965	May 19, 1964
System load factor	72.2	71.6

Table No. 29.—Number of Full-Time Employees Paid at U.S. Citizen Rates

	As of June 30, 1965	As of June 30, 1964
ADMINISTRATIVE AND GENERAL:		
Office of the President	44	42
Information Office	16	17
Office of the Secretary	4	4
Comptroller's Office and Staff	223	220
Personnel Bureau	62	56
Administrative Services Division	50	50
Supply and Community Service Director	11	9
Marine Director	7	6
Engineering and Construction Director	11	12
Industrial Training	6	6
Transportation and Terminals Director	5	5
Subtotal, Administrative and General	439	427
OPERATING ORGANIZATIONS:		
Marine Bureau:		
Navigation Division	309	296
Locks Division	415	454
Locks Overhaul	0	0
Industrial Division	133	143
Floating Equipment Inspector	1	1
Subtotal, Marine Bureau	858	894
Transportation and Terminals Bureau:		
Railroad Division	63	67
Harbor Terminals	101	107
Water Transportation Division	133	137
Motor Transportation Division	48	56
Subtotal, Transportation and Terminals Bureau	345	367

Table No. 29.—Number of Full-Time Employees Paid at U.S. Citizen Rates—Continued

	As of June 30, 1965	1964
OPERATING ORGANIZATIONS—Continued:		
Supply and Community Service Bureau:		
Housing Branch	18	16
Grounds Branch	11	11
General Manager's Office	49	46
Retail Store Branch	46	51
Service Center Branch	28	27
Tivoli Guest House	4	4
Storehouse Branch	22	22
Procurement Division	18	31
Subtotal, Supply and Community Service Bureau	196	208
Engineering and Construction Bureau:		
Canal Studies	1	0
Sea Level Canal Support	3	0
Meteorology and Hydrography	9	10
Dredging Division	122	135
Traffic Management	1	1
Water System	44	42
Power System	73	71
Communications Branch	37	36
Maintenance Work	131	119
Electrical Work	97	107
Engineering	54	64
Construction Division	34	38
Subtotal, Engineering and Construction Bureau	606	623
Other:		
CZCPPCB and CEO	16	17
Annuitant Welfare Program	1	1
Subtotal, other	17	18
Subtotal, Operating Organizations	2,022	2,110
Total, full-time Company, Canal Zone	2,305	2,364
Total, full-time Company, United States	156	172
Total, full-time Company, Japan	0	1
Grand total, Panama Canal Company	2,461	2,537

Table No. 30.—Number of Full-Time Employees Paid at Non-U.S. Citizen Rates

	As of June 30, 1965	1964
ADMINISTRATIVE AND GENERAL:		
Office of the President	3	3
Information Office	8	8
Office of the Secretary	0	0
Comptroller's Office and Staff	143	118
Personnel Bureau	50	34
Administrative Services Division	99	95
Supply and Community Service Director	0	1
Marine Director	0	1
Engineering and Construction Director	1	1
Industrial Training	0	0
Transportation and Terminals Director	0	0
Subtotal, Administrative and General	304	261

Table No. 30—Number of Full-Time Employees Paid at Non-U.S. Citizen Rates—Continued

	As of June 30, 1965	1964
OPERATING ORGANIZATIONS:		
Marine Bureau:		
Navigation Division	1,156	1,133
Locks Division	827	880
Locks Overhaul	0	0
Industrial Division	309	330
Floating Equipment Inspector	0	0
Subtotal, Marine Bureau	2,292	2,343
Transportation and Terminals Bureau:		
Railroad Division	192	202
Harbor Terminals	1,703	1,707
Water Transportation Division	0	0
Motor Transportation Division	413	418
Subtotal, Transportation and Terminals Bureau	2,308	2,327
Supply and Community Service Bureau:		
Housing Branch	160	152
Grounds Branch	447	434
General Manager's Office	92	92
Retail Store Branch	921	933
Service Center Branch	303	311
Tivoli Guest House	75	69
Storehouse Branch	206	192
Procurement Division	0	0
Subtotal, Supply and Community Service Bureau	2,204	2,183
Engineering and Construction Bureau:		
Canal Studies	0	0
Sea Level Canal Support	0	0
Meteorology and Hydrography	22	22
Dredging Division	647	730
Traffic Management	0	0
Water System	65	67
Power System	95	95
Communications Branch	22	22
Maintenance Work	721	582
Electrical Work	164	152
Engineering	108	107
Construction Division	7	5
Subtotal, Engineering and Construction Bureau	1,851	1,782
Other:		
CZCPPCB and CEO	14	14
Annuitant Welfare Program	6	7
Subtotal, other	20	21
Subtotal, Operating Organizations	8,675	8,656
Total, full-time Company, Canal Zone	8,979	8,917
Total, full-time Company, United States	0	0
Total, full-time Company, Japan	0	0
Grand total, Panama Canal Company	8,979	8,917

CANAL ZONE GOVERNMENT

Balboa Heights, C.Z.

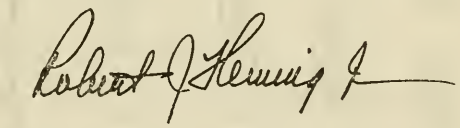
OFFICE OF THE GOVERNOR

December 29, 1965.

The Honorable THE SECRETARY OF THE ARMY,
Washington, D.C.

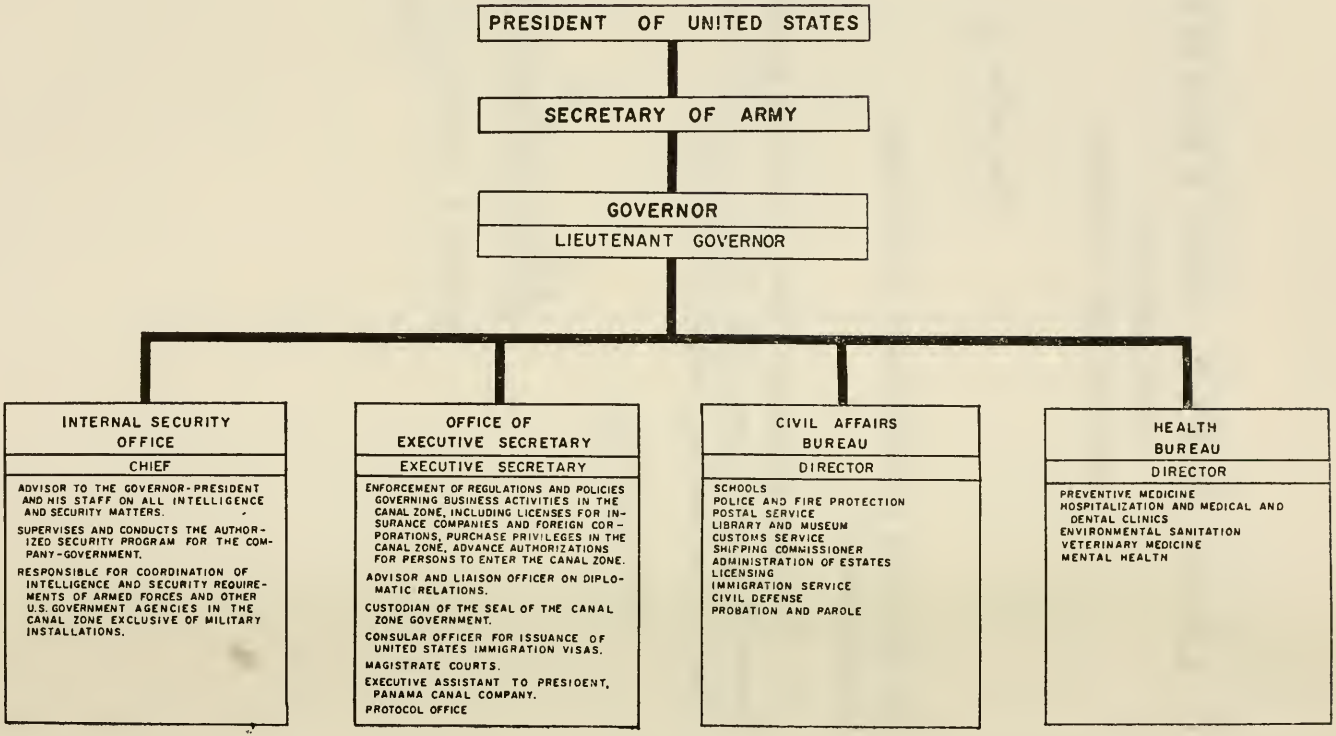
MY DEAR MR. SECRETARY: I have the honor to submit the fourteenth annual report of the Governor of the Canal Zone reviewing the fiscal year ended June 30, 1965.

Very respectfully,



ROBERT J. FLEMING, Jr.,
Governor.

CANAL ZONE GOVERNMENT



Introduction

CANAL ZONE GOVERNMENT

The Canal Zone Government is an independent agency of the executive branch of the Government, directly under the President of the United States, but by delegation (of responsibility) the Secretary of the Army represents the President in the supervision of Canal Zone Government affairs. Administrative and executive authority is vested in a Governor who is also *ex officio* President of the Panama Canal Company. The Governor is appointed by the President of the United States with the approval of the Senate.

The Canal Zone Government encompasses the usual functions of government and public health, including civil affairs, schools, libraries, postal service, magistrates' courts, police and fire protection, hospitals and other health services, and highways and sewers.

The Panama Canal Company, with which the Canal Zone Government is closely interrelated in purposes, organization, and operations, provides administrative, accounting, and personnel management and other services to the Canal Zone Government on a reimbursable basis.

MAJOR ORGANIZATIONAL CHANGES

There were no major organizational changes in the Canal Zone Government during this fiscal year.

MAJOR PERSONNEL CHANGES

Lt. Col. Otis Bridgeford, USA, was detailed from the U.S. Army to serve as Superintendent, Coco Solo Hospital, effective July 11, 1964, vice Col. Charles L. Lynch, USA.

Col. Roosevelt Cafarelli, USA, was detailed from the U.S. Army as Assistant to the Governor effective July 25, 1964, and was reassigned as Health Director effective August 18, 1964, vice Col. Robert J. Kamish, USA, reassigned as Assistant to the Governor effective August 18, 1964. Colonel Kamish was relieved from duty with the Canal Zone Government effective August 21, 1964.

Mr. William E. LeBrun was promoted to Assistant Chief of Internal Security effective August 2, 1964, vice Mr. Ivan D. Hilliard, retired.

Col. Harry D. Offutt, Jr., USA, was detailed from the U.S. Army to serve as Director, Gorgas Hospital, effective August 5, 1964, vice Col. Edward Sigerfoos, USA, relieved from duty.

11351—16

Dr. Charles L. Latimer, Jr., was promoted to Assistant Director of Schools (Deputy Superintendent of Schools) effective August 13, 1964.

Mr. David A. Speir was promoted to Director (Secondary U.S. Schools) effective August 15, 1964, vice Mr. Theophil F. Hotz, promoted to Assistant Superintendent and Director, U.S. Schools, effective May 10, 1964.

Dr. Donald W. Skinner was appointed Dean (Canal Zone College) effective August 23, 1964, vice Dr. Charles L. Latimer, promoted.

Mr. Robert S. Herr was promoted to Director of Posts effective October 11, 1964, vice Mr. Earl F. Unruh, retired.

Dr. Renate M. Schaeffer was employed as Superintendent, Corozal Hospital, effective January 11, 1965, vice Dr. Stuart W. Hollingsworth, resigned.

Col. H. R. Parfitt, USA, was appointed Lieutenant Governor-Vice President effective June 26, 1965, vice Col. David S. Parker, USA, relieved from duty.

Chapter I

PUBLIC HEALTH

SANITATION

Malaria eradication continued utilizing bi-yearly insecticide residual applications at land licensee sites, maintaining drainage ditches and larviciding throughout the 50 square miles of sanitated areas surrounding the 15 Canal Zone townsites. Blood smear surveys completed in coordination with this activity were all negative. This year malaria incidence showed an increase of 26.7 percent in the number of new cases reported. Of the total of 19 cases for the fiscal year, 7 were determined to have originated in the Republic of Panama. Comparative figures for fiscal year 1964 are 15 cases, with 7 of these originating in Panama.

Control of other pest insects, particularly pest mosquitoes, is a concurrent activity with the eradication of malaria mosquito vectors. Spot checks were made during the year for the presence of *Aedes aegypti,* the yellow fever mosquito, and for the presence of plague infection in rats as well as for the rat flea, *Xenopsylla cheopsis;* all were reported negative.

On the Atlantic side, Telfers Island, an area of over 900 acres dominated by mangrove trees, continued to provide a mosquito breeding problem, due to the impounding of water during dredging operations and the resultant deep cracks in dried mud after the pumping operation. Control has been maintained by larviciding the impounded water and extensive ditch digging and maintenance to provide effective drainage in the low areas.

The Gamboa area has a higher total mosquito indice compared with other areas in the Canal Zone. A small number of *Anophelene* mosquitoes, malaria vectors, and *Culex* mosquitoes, encephalitis vectors, are included in the weekly totals. However, the majority of recorded mosquitoes are the *Mansonia* species, pest mosquitoes which develop on aerated roots of aquatic vegetation in the Chagres River and the stream inlets into the Canal. In early 1963, one of the possible mosquito control improvements considered for this area was the use of manatees. At the end of fiscal year 1965, a total of 10 manatees had been established in the Chagres River; 5 are free in the river, and 5 have been penned in a small lagoon for observation of aquatic vegetation removal. No definitive results are apparent as yet in this experiment.

PREVENTIVE MEDICINE AND QUARANTINE

During fiscal year 1965, the general health of the residents in the Canal Zone as reflected by available mortality and morbidity indices continued good.

The infant and maternal mortality rates have long been considered sensitive indices to the effectiveness of a community's health resources. There were no maternal deaths recorded during 1965. For calendar year 1964, the infant mortality rate for white children under 1 year per 1,000 live births decreased to 1.08 from 2.01 in 1963. For the non-white group the Canal Zone infant mortality rate is 20.97, giving an overall rate of 14.4 per 1,000 which is lower than in the United States.

The mortality of Canal Zone residents, reflected in specific death rates and principal causes of deaths, shows a predominance of deaths due to those chronic illnesses which usually affect the older adult population. During calendar year 1964, 40.6 percent of the Canal Zone resident deaths were caused by heart disease, cancer, vascular lesions affecting the central nervous system, while 22 additional deaths were attributed to pneumonia.

There were no quarantinable diseases introduced into the Canal Zone during fiscal year 1965, although heavy traffic existed between foreign areas heavily infected and endemically seeded with quarantinable diseases. Similarly, no epidemics were reported, nor were there outbreaks of any serious communicable diseases introduced by way of foreign shipping or aircraft. For the third straight year, the Zone has been free of diphtheria and poliomyelitis. Eleven cases of hepatitis occurred, up slightly from the previous year.

Among the communicable diseases which rose in incidence during the year were venereal diseases, hepatitis, measles, mumps, streptococcal infections, tuberculosis, typhoid fever, and scarlet fever. Declines in incidence were reported for amebiasis, chickenpox, and malaria.

DIVISION OF MENTAL HEALTH

During its second year of operation, the Division of Mental Health moved closer to the achievement of the long-range goals of a full mental health program for the Canal Zone including the establishment of a Community Mental Health Center, accreditation of Corozal Hospital, and the establishment of a psychiatric residency training program.

Corozal Hospital remains the primary inpatient treatment facility in the Canal Zone. The Psychiatric Service workload at Gorgas Hospital this year showed an encouraging trend, resulting from the increased emphasis on "preventive" psychiatry and care on an outpatient rather than inpatient basis. As a result, the monthly average admissions dropped from 31 in 1964 to 19 in 1965.

In conjunction with the planning for a full mental health program, a portion of the old Gorgas Hospital Administration Building will be utilized as a community mental health center. The purpose of the Community Mental Health Center will be to provide care facilities in the Canal Zone of the type and quality consistent with the recommendations of the Federal Government for communities of similar size in the United States and will include day-care facilities.

VETERINARY ACTIVITIES

Neither canine nor feline rabies were reported during fiscal year 1965. However, bat rabies, first detected on the Isthmus in 1959, continued to pose a hazard to the health of the Canal Zone residents. Surveillance over its incidence was maintained during the year by routine sampling of bat populations. A total of 4.6 percent of the 480 bats examined at the Veterinary Public Health Laboratory during the year demonstrated rabies virus. Although this represents a decline from the previous year experience of 7.4 percent, the potential risk is still of significance.

The Mindi Dairy herd remains free from brucellosis. Eradication was accomplished in fiscal year 1964. The program in the approved dairies in the Republic, operating under the direction of Panama's Ministry of Agriculture, was accelerated during the year and produced gratifying results.

At Mindi Dairy 843 animals were skin tested with tuberculin during fiscal year 1965 with no positive reactors found. Tuberculosis in Panamanian herds supplying milk to the Canal Zone is also controlled by the test and slaughter method. Rigid control was exercised over the importation of animals into the Canal Zone, and through the Canal Zone into the Republic of Panama, to prevent the introduction of diseases of agricultural or public health significance. Foot-and-mouth disease was not detected in animals examined aboard vessels arriving in the Canal Zone during the year. No cases have been found since fiscal year 1955 when 38 were observed in a shipment of cattle from Colombia.

The workload at the Animal Quarantine Station-Hospital declined approximately 30 percent in animal confinement days during the year, reflecting the effect of the reduction in the period of quarantine imposed upon imported dogs and cats, from 120 to 30 days. Outpatient visits to the clinic increased slightly, 0.6 percent over the previous year. A total of 29,762 hospital and quarantine confinement days and 8,375 visits to the outpatient clinic were reported for the year.

QUARANTINE

The Quarantine Section is concerned with the prevention of the introduction and dissemination of communicable diseases and especially the six quarantinable diseases (smallpox, yellow fever, cholera, plague, typhus, and relapsing fever) and their vectors into the Canal Zone or adjacent areas by vessels or aircraft arriving in the Canal Zone. No noteworthy disease incidence was evident during the year. Two trends, over a 5-year period, are of interest: a decrease in upper respiratory infections, and a gradual increase in venereal disease, reflecting the same pattern being recognized on a worldwide basis by the World Health Organization.

Over the last 4 years there has been a substantial reduction in the number of unvaccinated persons who must be held in surveillance when they arrive in the Canal Zone. From a high of 14,498 people arriving without a valid vaccination in 1962, this group has declined to 4,659 in 1965.

HOSPITALS AND CLINICS

Corozal Hospital is the only hospital in the Canal Zone charged with the institutional care and treatment of mental illness. In January 1965, Corozal

began admitting patients on a 7-day-a-week, 24-hour-a-day basis. Direct admissions began to be taken from all medical facilities in the Canal Zone. Previously, all admissions were transferred from Gorgas Hospital.

Remarkable strides in the treatment of acute episodes of psychiatric diseases were evident in year-end statistics. While admissions rose 43 percent (from 212 in fiscal year 1964 to 304 in fiscal year 1965), discharges kept pace. The result was an average of 201 inpatients per day, compared with an average of 207 in fiscal year 1964. The average period of hospitalization for patients admitted during fiscal year 1965 was only 3 weeks.

During March 1965 the new Gorgas Hospital annex was opened. The new annex provides a tremendous improvement in patient care facilities; inpatient bed accommodations are now almost entirely private or semi-private. The improved accessibility of the business and general offices to the clinics, medical records, and admitting office has simplified coordination and administrative procedures and control. Health insurance processing has been simplified; patient processing has improved materially, accompanied by an elimination of many complaints and an improvement in community relations. Associated with the move into the annex was extensive procurement of new equipment, office furniture, and furnishings.

Vigorous action has been taken to strengthen both the residency and internship training programs. The goal is to provide top-quality medical care for the Canal Zone population and to enhance Gorgas Hospital's image as a medical center for Latin America.

A consultant group from the United States conducted a review of the resident and intern training programs at Gorgas Hospital during November 1964. The group was invited to evaluate the entire Gorgas teaching program for interns and residents, prompted by placement of the surgery and ophthalmology services residency programs on probation. By the end of the fiscal year most recommendations to improve the teaching program had been put into effect and new positions had been authorized and/or filled to complete the professional staff.

A total of 20 residents were trained during the year in the specialty areas of surgery, orthopedics, medicine, obstetrics, ophthalmology, pathology, and pediatrics. The hospital received 14 interns under the National Intern Matching Plan, 4 more than employed in the previous year.

Coco Solo Hospital is the health center on the Atlantic side of the Isthmus for U.S. Government employees and their dependents, members of the Armed Forces and their dependents, beneficiaries of the Veterans' Administration, personnel and passengers of vessels in transit, residents of the Canal Zone, and others entitled to hospital privileges.

In general, a continuous gradual increase in workload has been recorded in the hospital over the past 4 years, particularly in the clinics. The average daily census decreased slightly to 89 in fiscal year 1965 in comparison with 91.3 during fiscal year 1964. Inpatient admissions and average bed occupancy declined fractionally in 1965. Clinic visits, on the other hand, were up appreciably in medicine, by 31 percent; surgery and orthopedic, 35 percent;

ear-nose-throat, 47 percent; eye, 16 percent; pediatric, 7 percent; and general outpatient, 10 percent.

During the year a program of cataract surgery for selected cases among the disability retirees was initiated. At year's end, 20 patients had achieved improved visual acuity.

The death rate from all causes for the Canal Zone population, including employees and non-employees, was 3.229 per 1,000 population in calendar year 1964 as compared to 2.57 in 1963. The live birth rate for the Canal Zone was 14.45 per 1,000 population in calendar year 1964 as compared to 12.75 per 1,000 population in 1963.

Palo Seco Hospital is the facility in the Canal Zone charged with the institutional care and treatment of Hansen disease. During fiscal year 1965 three Palo Seco patients were discharged back to their community under the control of a new rehabilitation program conducted by the Republic of Panama. This action offers increased hope to many of the patients and also presages the possibility of eventually closing out the Palo Seco facility.

The patient census declined from 103 at the beginning of the year to 101 patients at the close. Of the remaining patients, 97 are the responsibility of the Republic of Panama and 4 are the responsibility of the Canal Zone Government. During the fiscal year two discharges, one death, and one readmission occurred.

The number of adult patients and patient days in Canal Zone Government hospitals for the fiscal years 1965 and 1964 are presented in the following table:

	Fiscal year	
	1965	*1964*
Number of adult patients admitted:		
Gorgas Hospital	8,612	8,573
Coco Solo Hospital	2,838	3,044
Average length of adult patient stay:		
Gorgas Hospital (patient days)	11.5	12.9
Coco Solo Hospital (patient days)	9.7	9.6
Adult patient days:		
Gorgas Hospital	95,419	96,433
Coco Solo Hospital	32,517	33,305
Corozal Neuropsychiatric and Domiciliary Hospital	73,187	75,884
Palo Seco Hospital	36,149	37,337

Chapter II

PUBLIC EDUCATION

GENERAL DESCRIPTION

The Division of Schools operates schools in English for U.S. citizens as follows: 12 kindergartens; 13 elementary schools, grades 1 through 6; 2 junior high schools, grades 7 and 8; 2 senior high schools, grades 9 through 12; and a Canal Zone College, grades 13 and 14 with certain courses at the third-year college level. Schools are operated in the Spanish language for pupils of Latin nationalities as follows: 3 kindergartens; 4 elementary schools, grades 1 through 6; 3 junior high schools, grades 7 and 8; and 2 senior high schools, grades 9 through 12. A program of special education is offered for mentally retarded, physically handicapped, blind or partially blind, deaf or partially deaf, speech defective children, and those needing remedial reading.

Enrollments in all schools, kindergarten through college, for the 1964–65 school year totaled 13,813, a decrease of 1.1 percent under the previous school year. Enrollments in the U.S. schools increased by 0.5 percent, while enrollments in the Latin American schools decreased 5.6 percent.

The Canal Zone College enrollment increased from 903 in the previous year to 1,053 during 1964–65, an increase of 150 students, or 16.6 percent. A tabulation of October 15th day-school enrollments of Canal Zone College for the past 4 years indicates that enrollments have risen from 343 pupils in 1961–62 to 1,053 in 1964–65. This is an increase of 710 students, or 207 percent, during this 4-year period. The College curriculum has been expanded to include third-year college courses.

The State Department provided 11 scholarships at the Canal Zone College for students from the Republic of Panama during the school year. The associate in arts degree was awarded to 60 graduates of the College at the close of the school year.

Major College building projects completed or underway at the end of this fiscal year included additional dormitory facilities at the College at an expenditure of $130,000 and library and classroom additions, $566,000.

In the U.S. elementary schools curriculum studies were carried forward in handwriting, mathematics, and music. Work in language arts and elementary physical education will be emphasized next school year. In the U.S. secondary schools, curriculum committees were actively studying the fields

11351—17

of industrial arts, home economics, art, music, speech-dramatics, health, boys' physical education, girls' physical education, driver education, and vocational guidance. With the exception of the work of the music and speech-dramatics committees, which will be continued next year, these committees completed a 3-year cycle of curriculum study in which all of the secondary level courses were reviewed. This work resulted in new curriculum guides for texts in many courses and the modification or addition of courses in each field.

Selected classes were designated as advanced achievement sections in Balboa High School, Cristobal High School, Diablo and Cristobal Junior High Schools, and in grades 4, 5, and 6 of the elementary schools.

The first regular summer school for the U.S. schools was held. Enrollment was limited to students who failed a course in the regular year. Nine teachers taught 25 classes of English, social studies, and mathematics.

For the first time an in-service course in teaching elementary physical education was offered in conjunction with Canal Zone College. A total of 17 teachers, specialists, and assistants participated in the course.

During February and March 1965, two committees from the Middle States Association of Colleges and Secondary Schools visited the Isthmus to conduct the formal 10-year evaluation for continued accreditation of both Canal Zone high schools and the Canal Zone College.

ENROLLMENT

Enrollments in kindergarten through college in the U.S. schools increased 53 students, or 0.5 percent, from October 15, 1963, to October 15, 1964. For the corresponding period in the Latin American schools, enrollments in kindergarten through grade 12 decreased by 205 students, or 5.6 percent. Full-time students enrolled in special education classes increased by 12. The total number of tuition students enrolled in U.S. schools decreased from 720 to 696; Panamanian tuition students decreased from 255 to 252; tuition students of other nationalities increased from 48 to 55. There were no tuition students in the Latin American schools. The following table shows total enrollment for 1964–65 school year compared with the previous year.

	As of October 15th	
	1964	*1963*
U.S. citizen schools	10,353	10,300
Latin American schools	3,459	3,664
Total	13,812	13,964

SPECIAL EDUCATION

In its eighth year of operation the Special Education Services provided 3,789 individual examinations for children. A total of 230 children were enrolled in full-time special education classes; 1,423 were enrolled in part-time classes conducted by itinerant teachers. Twenty-one children were confined to their homes or the hospital for an extended period of time and were provided with the services of a visiting teacher. In the U.S. schools, there were 26 special education teachers, and in the Latin American schools, there were 12 special education teachers, plus a full-time teacher at the Palo Seco Hospital and 3 half-time teachers at the Gatun Juvenile Prison and Gamboa Penitentiary.

Classroom instruction for juvenile prisoners was continued at the Gatun Juvenile Prison with five youngsters receiving instruction five times weekly. Classes were also conducted for children at the Palo Seco Hospital. Classes for illiterate and semi-literate convicts at the Gamboa Penitentiary were continued and 40 inmates received instruction.

LIBRARY-MUSEUM

The Panama Canal Library was established in 1914 by order of Gen. George W. Goethals for the purpose of providing official reference services for the Panama Canal. Small community libraries, also initiated in the Canal Zone by the foresight of General Goethals, grew rapidly and in 1918 became part of the Panama Canal Library. With the re-organization in 1951, the Panama Canal Library became the Canal Zone Library-Museum.

The library system consists of 11 units—the main library, 3 branches, 4 circulating libraries, 3 job-site libraries, and extension services furnished to the Gorgas Hospital patients' library and to the U.S. elementary schools in the Canal Zone.

The workload increased in all measurable areas during the year. The circulation of materials rose to an all-time high of 515,000 compared to 440,400 in fiscal year 1964. Reference questions answered increased to 24,200, or 9.5 percent, as compared with the volume of 22,100 during fiscal year 1964.

A significant development during fiscal year 1965 was the implementation of the Federal Depository Documents Program which became fully operational. The service provides easy access to a mass of materials published by the Federal Government and improves the facilities of the library as a center of information in many areas and on many levels.

Chapter III

PUBLIC ORDER AND PROTECTION

POLICE ACTIVITIES

The organized strength of the Police Division was increased from 272 to 339 during fiscal year 1965. Five police privates assigned to the pier gate at Cristobal were relieved by Terminals Division security guards and reassigned to police duties.

During the year four armored trucks and two personnel carriers were placed in service for possible use during civil disturbances. Three trucks and one personnel carrier are stationed at Balboa and one of each at Cristobal.

Major additional improvements and changes in the administration and operation of the penitentiary were made during the year. These include the additional assignment of three patrolmen, increased supervision of prisoners by custodial personnel, initiation of an incentive pay program for inmates, improvement in the serving of hot meals to inmates, installation of mercury vapor lights around the entire compound, installation of sanitary facilities in both towers, completion of the penitentiary chapel, and the start of construction on a new fence alarm system.

The number of Part I offenses (serious offenses such as burglaries, larcenies, robberies, felonious assault, etc.) reported to police increased from 1,548 in fiscal year 1964 to 1,638 in fiscal year 1965. The number of traffic accidents increased from 981 to 1,086, and the number of these accidents involving personal injury or fatality decreased from 248 to 236.

Statistics relative to the Police Division during fiscal year 1965, in comparison with figures for fiscal year 1964, are presented in the following table:

Classification of Arrests	*Fiscal year*	
	1965	*1964*
Male	5,492	4,484
Female	571	403
Total	6,063	4,887
Arrests made with warrants	133	121
Arrests made without warrants	5,930	4,766
Total	6,063	4,887

Classification of Arrests	Fiscal year 1965	1964
Residents of the Canal Zone	2,207	1,661
Residents of Panama	3,728	3,046
Transients	128	180
Total	6,063	4,887
Charges for traffic violations	4,862	3,800
Charges for misdemeanors	1,277	1,159
Charges for felonies	130	145
Total	6,269	5,104

COURT ACTIVITIES

The Magistrates' Courts are judicial units of the Canal Zone Government with duties and functions prescribed by law. The Courts are under the administrative supervision of the Executive Secretary of the Canal Zone.

This fiscal year Court activities increased in both criminal and civil cases for a total rise of 26 percent over last fiscal year. Civil actions handled increased by 77 cases, or 82.8 percent, while additional criminal cases amounted to 1,249, or a 24.9-percent increase over the previous fiscal period. Fines, costs, and forfeitures increased by 27.2 percent.

A summary of activities at the Magistrates' Courts, Cristobal and Balboa, during fiscal year 1965, in comparison with figures for fiscal year 1964, is shown in the following table:

	Cristobal		Balboa		Total	
Cases handled:	1965	1964	1965	1964	1965	1964
Criminal	1,207	1,454	5,058	3,562	6,265	5,016
Civil	162	36	8	57	170	93
Total	1,369	1,490	5,066	3,619	6,435	5,109
Disposition of criminal cases:						
Conviction	1,120	1,385	4,702	3,209	5,822	4,594
Aquittal	38	27	145	122	183	149
Dismissal	21	24	133	153	154	177
Held for District Court	28	18	78	78	106	96
Total	1,207	1,454	5,058	3,562	6,265	5,016
Convictions in which execution of sentence was suspended and defendants placed on probation	123	164	342	312	465	476
Rearrested for violating terms of probation	15	14	12	7	27	21
Fines imposed	$14,464	$14,585	$47,826	$34,391	$62,290	$48,976

ADVISORY PARDON AND PAROLE BOARD

The Advisory Pardon and Parole Board is appointed by the Governor. Under the provisions of section 1.1 of the Governor's Regulations Governing the Granting of Pardons, Commutations of Sentences, and Parole, effective January 2, 1963, the Board consists of five members.

The Advisory Pardon and Parole Board acts in an advisory capacity to the Governor in regard to applications for pardon and commutation of penitentiary sentences and with respect to requests for revocation of deportation orders. Subsequent to January 2, 1963, the Board became authorized under the provisions of Executive Regulation No. 23 to make recommendations to the Governor on applications for parole submitted under the provisions of the

revised Code which established a parole system for Canal Zone offenders (6 C.Z.C. secs. 6621–6625).

During the year the Board considered 25 applications for parole, reviewed 10 cases in which parole had previously been denied, and considered 4 applications for pardon after service of sentence. The Board submitted recommendations to the Governor in each of these cases. The Governor granted parole in seven cases and pardons in all four cases. The Board also considered and submitted recommendations on seven applications for revocation of orders deporting persons from the Canal Zone following service of sentences of imprisonment. The Governor revoked deportation in four cases, and revoked three paroles.

FIRE PROTECTION

The Fire Division is responsible for firefighting in all civilian and military areas of the Canal Zone including ships in Canal waters, brush, ammuntion and chemical storage areas, missile sites and aircraft crash rescue firefighting at Fort Sherman air strip. This Division is also responsible for rescue and certain emergency lifesaving operations in all areas of the Canal Zone, which consist mainly of first aid, resuscitation, and release of trapped persons. The Air Force and the Army are responsible for aircraft crash rescue firefighting at Albrook and Howard Air Force bases only.

Two new fire companies were added to the Division during the fiscal year, one in the Balboa District and one in the Cristobal District. At the end of the fiscal year 1965, there were six stations and seven companies in operation on the Pacific side, and four stations and five companies on the Atlantic side. The two new companies increased the personnel of the Fire Division by 22 employees and established a total force of 151 for the year in comparison to 129 for fiscal year 1964.

Comparative general statistics on firefighting operations are presented in the following table:

	Fiscal year 1965		*Fiscal year 1964*	
	Number of fires	*Property loss*	*Number of fires*	*Property loss*
Panama Canal Company/Canal Zone Government	326	$8,612	371	$376,178
Armed Forces	310	394,255	282	3,920
Federal Aviation Agency	4		1	
Private (including ships)	88	41,426	107	198,785
Total	728	$444,293	761	$578,883
Calls for emergency aid		246		215
Value of property involved in fires		$34,064,973		$35,343,819

CIVIL DEFENSE

During August 1964, field work was completed for the National Fallout Shelter Survey Updating Program. The data indicate that there presently are 68,740 existing shelter spaces in the Canal Zone having acceptable protection factors. A study is being conducted to determine how best to match people with usable shelter space.

Shelters in the Canal Zone stocked with Federal fallout shelter supplies were increased from 20 to 81 percent during the year. This is based on the 1962 survey of 38,107 spaces of which 31,128 are now stocked.

At year's end the construction of the Balboa Emergency Operations Center at Sosa Hill was practically complete. The station is being furnished to the Canal Zone Government by the Office of Civil Defense, Department of Defense, under authority of Federal Civil Defense Act. All remaining material for the National Communications System radio station was supplied during the year. The station, when completed in September 1965, will be under the operational control of the Canal Zone Government acting through Chief, Civil Defense, and will be maintained by USARSO Signal Section. The station is being installed in the new Balboa Emergency Operations Center.

Chapter IV

POSTS, CUSTOMS AND IMMIGRATION

POSTAL SERVICE

At the close of the fiscal year 19 postal units were in operation. There were 10 post offices or branch post offices in operation in civilian communities, 5 on Army reservations, 2 on Naval reservations, and 2 on Air Force bases. A mail handling unit was in operation at the Civil Affairs Building, Ancon.

During the year an airmail set of stamps and a souvenir folder commemorating the 50th anniversary of the opening of the Panama Canal were placed on sale at the Balboa Post Office. Besides the regular force of 5 philatelic order fillers, 10 student assistants were also utilized in processing the large number of orders requested by philatelists. This anniversary issue was the largest in orders and revenues received for any one issue.

In conjunction with the 50th anniversary, two postal service personnel officially represented the Panama Canal at the New York World's Fair. Sales of the anniversary stamps, souvenir folders, and 50th anniversary books were made at the Fair.

With the continuing increase of the military population and their dependents, the amount of mail handled, both dispatched and received, increased substantially over the previous year. The increase in mail handled over the previous year amounted to 9.2 percent. Work force increased by three regular employees as a result of this increased workload.

Operations for the past 2 fiscal years are summarized in the following tables:

	Fiscal year	
Receipts:	*1965*	*1964*
Sale of postage stamps, stamped paper, box rents, permit mailings	$1,117,039	$1,001,421
Interest on investments of Postal Savings and money order funds	99,764	110,132
Money order fees collected	72,115	68,407
Other receipts	35,707	14,729
Total receipts	$1,324,625	$1,194,689

Statistics relative to the physical volume of the operations of the Canal Zone Postal Service for the past 2 years are covered in the following table:

11351—18

	Fiscal year	
	1965	1964
Registered, certified and insured articles handled:		
Number sent	99,146	107,522
Number received	133,378	146,982
Dispatches of surface mail handled:		
Number sent	2,405	2,789
Number received	2,821	2,810
Dispatches of airmail handled:		
Number sent	18,447	18,655
Number received	35,874	33,287

CUSTOMS, IMMIGRATION, AND SHIPPING COMMISSIONER SERVICES

In addition to customs, this division also is responsible for immigration, shipping commissioner, and contraband control activities. Custom services continued to enforce export control regulations of the Department of Commerce or Department of State on exportations of material from the Canal Zone, including transshipments of cargo and bunkering of vessels at Canal Zone ports.

On June 11, 1965, while outside Canal Zone waters, the Norwegian vessel *Nidareid* was involved in a collision with the Cuban vessel *Aracelio Iglesias,* causing extensive damage to the Cuban vessel. Canal Zone immigration authorities were alerted and preparations were made to house the 55 crew members of the Cuban vessel. However, the vessel was brought to Pier 14 in Balboa, and pumping operations effectively eliminated the danger of sinking and the crew was permitted to remain aboard.

The matter of immigration controls on persons previously admitted and the enforcement of immigration regulations in the Canal Zone is delegated to the Immigration Service of this division. This service is also charged with the operation of the Immigration Station at Corozal. During the fiscal year, the Station handled 1,720 cases involving a total of 5,668 detention days, or an average census of 15.4 daily, as compared with 1,609 cases, 5,050 detention days, and a 13.8 daily average census during the previous fiscal year.

The Shipping Commissioner and his deputies have the same authority with respect to U.S. merchant seamen as Commissioners in the U.S. ports and U.S. consuls in foreign ports. During fiscal year 1965, 984 crew-list visas were issued and $1,658 in fees collected at Balboa and 941 crew-list visas issued and $1,642 in fees collected at Cristobal as compared with 1,080 crew-list visas and $1,912 fees collected at Balboa and 992 crew-list visas and $1,788 fees collected at Cristobal during the previous year.

The following is a statistical summary of the more important items handled by the Customs Division during fiscal year 1965, together with comparable figures for fiscal year 1964:

	Fiscal year	
	1965	1964
Vessels entered from sea	13,578	13,422
Passengers disembarked, vessels	9,566	10,308
Passengers disembarked, aircraft	28,169	21,993
U.S. seamen discharged or signed on	334	299
Other seamen discharged or signed on	4,947	4,970
Number of detention days, Immigration Station	5,668	5,050
Contraband irregularities investigated	414	350

VISAS

During fiscal year 1965, visas were issued by the Executive Secretary to alien residents of the Canal Zone traveling to the United States. Of these, 3 were quota immigrant visas, 253 were nonquota immigrant visas, and 277 nonimmigrant visas. Fees collected for visas amounted to $6,490.

Chapter V

LICENSES, INSURANCE, AND ESTATES

LICENSES

The mission of the License Section is to issue, administer, and effect collection of the appropriate fees for vehicular, land, and miscellaneous licenses and permits in conformity with all existing laws, treaties, regulations, policies, and tariffs.

The Canal Zone Government policy to gradually depopulate the Canal Zone of agricultural land licensees by attrition was carried out as it has been since its inception in 1951. Fifteen agricultural land licenses, covering a total of 38½ hectares of land, were terminated; 8 by reason of death of the licensee, and 7 were terminated due to need of the land for military purposes.

As of June 30, 1965, there were approximately 57,000 licenses and permits in force. Issuance of a new type land license was inaugurated, effective July 1, 1964. This new license covers the assignment of an area of land and water for boat recreational purposes in the Gamboa area. To date 51 recreational sites have been issued at an annual rate of $12 each.

As a result of a comprehensive economic review, new rental rates for lands in the Canal Zone have been established and approved, effective April 1, 1965.

Requirements for the licensing of cats became effective for the first time during the fiscal year. A total of 266 cat licenses were issued.

Principal types of licenses handled during fiscal year 1965 in comparison with the corresponding figures for fiscal year 1964 are shown in the following table:

	Fiscal year	
	1965	*1964*
Vehicle licenses	17,870	16,764
Motor vehicle operator licenses and permits	12,324	10,588
Vehicle registrations transferred	4,297	3,493
Dog licenses	2,514	2,134
Land licenses in force at year's end	743	704
Annual revenue	$232,244	$204,599

INSURANCE

The license fee for insurance companies doing business in the Canal Zone is $10 per calendar year with a tax of 1½ percent on insurance premiums collected. At the end of calendar year 1964, 43 companies were licensed to write insurance in the Canal Zone. Life insurance companies reported that, as of December 31, 1964, 7,828 ordinary life policies were in force having an aggregate value of $37,132,323. Premiums collected on life insurance (ordinary and group) during calendar year 1964 totaled $1,438,816. Claims settled during the year amounted to $81,780.

During calendar year 1964, premiums received by miscellaneous insurance companies including accident, automobile, liability, fire, surety, fidelity, etc., but excluding life insurance, amounted to $2,320,061. Claims paid during the year totaled $3,618,337. The tax of 1½ percent on premiums paid by all classes of insurance companies amounted to $57,767 for fiscal year 1965.

ADMINISTRATION OF ESTATES

The estates of 16 persons, with total assets of $11,846, were settled by the Public Administrator as compared with 9 estates settled last year. At the close of the year there were being handled 10 estates of deceased or insane persons with assets on hand of $66,052 on June 30, 1965, as compared with 15 estates and $71,222 on June 30, 1964.

FOREIGN CORPORATIONS

The licensing of foreign corporations to do business in the Canal Zone is shown below. Insurance companies, steamship lines and agencies, contractors, and other corporations are included in this group.

	Fiscal year	
	1965	*1964*
Foreign corporations licensed	219	216
Licenses and filing fees collected	$2,190	$2,160

Chapter VI

MUNICIPAL IMPROVEMENTS

ROADS AND STREETS

A combined length of 144.37 miles of streets and highways within the Canal Zone was maintained during the year. Maintenance included all types from minor grass cutting and cleaning of ditches to major replacement of concrete and asphalt paving.

MAINTENANCE OF QUARTERS, HOSPITALS, AND PUBLIC BUILDINGS

The regular maintenance of quarters was continued throughout the year. Maintenance work included small individual jobs, on inspection and call basis, covering minor plumbing repairs, interior painting, roof repairs, masonry patch work, drilling masonry walls for termite treatment, touch-up painting and carpentry repairs due to deterioration and termite damage.

The experimental program of preventive maintenance was continued on the group of 38 houses (57 apartments) in the Ancon area which was started in fiscal year 1964. This fiscal year the experimental program of preventive maintenance was started on a group of 23 houses (54 apartments) in the Paraiso area. In addition, in the Margarita area 26 houses (61 apartments) were begun in August 1964, and 12 more houses (48 apartments) were added to the program in January 1965.

Routine maintenance work was performed on the buildings and equipment at the hospitals. Steamplants were operated and overhauled. Miscellaneous repairs involving masonry, plumbing, refrigeration, air conditioning, icemakers and water coolers, carpentry, painting, sheetmetal, roofing, and steam lines were also performed during the year.

Miscellaneous services were furnished the Federal Aviation Agency in its local activities. These are a continuing service: miscellaneous on-call repairs to quarters at Cardenas, maintenance of storm sewers, sanitary sewers, water system, electrical distribution system; streets including street lighting and traffic signals; and maintenance of key equipment and associated communication system in the new Air Route Traffic Control Center/International Flight Service Station building, service furnished on a 24-hour basis. In addition, microwave links were rented to the FAA to serve their various installations on the Isthmus.

Maintenance of the Thatcher Ferry Bridge during the fiscal year consisted of spot painting approximately 40 percent of the bridge with two coats of red lead and two coats of aluminum paint. In addition, 36 bolts were replaced in expansion joints.

SEWER SYSTEM

The length of sanitary sewers and storm drains maintained by the Maintenance Division is 204.57 miles. The work performed included maintenance of sewer pump stations in Balboa, Gamboa, Paraiso, Rainbow City, Cristobal, Margarita, Fort Davis, Coco Solo, and France Field; comminutor at Pedro Miguel and Sewage Treatment Plant in Rainbow City.

Chapter VII

FINANCIAL REPORT AND STATISTICAL DATA

FINANCIAL STATEMENTS AND RELATED SUPPLEMENTARY REPORTS FOR THE YEAR ENDED JUNE 30, 1965

Presented herewith are the financial statements of the Canal Zone Government for the year ended June 30, 1965. These statements with their related notes which appear as tables 1 through 4 present the financial position of the agency at June 30, 1965, and the financial results of its operations for the fiscal year then ended. The accompanying statements have been examined by the General Auditor of the Panama Canal Company and are subject to audit by the General Accounting Office.

Activities of the agency are initially financed by congressional appropriations. Operating appropriations are available for obligations only in the year for which the appropriations are made. Capital appropriations are available until expended. The agency's operating accounts are kept on an accrued cost basis, including depreciation of fixed assets, in accordance with generally accepted accounting principles, while the status of appropriated funds is determined on an obligations incurred basis in accordance with Government requirements.

The agency's revenues are derived from charges to individuals and other Government agencies using its services. All revenues thus received are remitted to the U.S. Treasury as miscellaneous receipts. The excess of total accrued costs, including depreciation, over revenues (net cost of Canal Zone Government) is payable to the U.S. Treasury by, and treated as an expense of, the Panama Canal Company in accordance with the requirements of section 62 of title 2 of the Canal Zone Code. All operating and capital funds expended by the Canal Zone Government are thus eventually returned to the U.S. Treasury, with no cost to the U.S. taxpayer.

The agency also operates a postal savings and money order system. Funds on deposit in the postal savings account are invested in U.S. Government securities at rates of interest to cover the 2 percent interest paid to depositors and expenses of the service.

11351—19

Table 1.—Comparative Statement of Financial

Assets	*1965*	*1964*
CURRENT ASSETS:		
Fund balances with U.S. Treasury and cash:		
Fund balances in U.S. Treasury checking account	$10,894,874	$10,027,281
Cash on hand and in transit	212,914	253,983
	11,107,788	10,281,264
U.S. Treasury bonds and notes at cost	3,600,000	4,100,000
Accounts receivable:		
U.S. Government agencies	406,157	795,784
Republic of Panama	984,585	771,950
Other	503,263	537,417
Accrued interest receivable on postal fund investments	15,076	16,847
	1,909,081	2,121,998
Inventory of hospital supplies	220,624	206,209
Other current assets	19,880	12,867
Total current assets	16,857,373	16,722,338
FIXED ASSETS (table 4):		
Cost	69,097,065	63,760,403
Less depreciation and valuation allowances	22,616,999	21,283,824
	46,480,066	42,476,579
	63,337,439	59,198,917

Invested Capital

Invested capital consists of fixed assets and inventories of materials and supplies less allowances for depreciation and obsolescence of fixed assets, and less the potential liability for employees' accrued leave, which under the law is not an obligation against appropriated funds until paid.

Certain fixed assets amounting to $281,000, which represents defense expenditures by the Department of Defense and excess facilities transferred to the Canal Zone Government, have been eliminated from these statements.

Table 2 shows the status of this fund and appropriated funds at the beginning and end of the year, and summarizes the changes which occurred during the year.

Condition, June 30, 1965 and 1964

Liabilities and equity	*1965*	*1964*
CURRENT LIABILITIES:		
Accounts payable:		
Due U.S. Treasury	$2,796,226	$2,853,723
Panama Canal Company and other U.S. Government agencies	2,779,929	1,155,841
	5,576,155	4,009,564
Postal money orders payable	641,726	669,489
Less advance deposits with U.S. Post Office Department	306,452	207,363
	335,274	462,126
Postal savings certificates	3,355,772	4,013,751
Accrued liabilities:		
Salaries and wages	486,177	645,425
Other	9,010	3,781
	495,187	649,206
Other current liabilities	76,652	57,612
Total current liabilities	9,839,040	9,192,259
EMPLOYEES' LEAVE LIABILITY (unfunded)*	2,589,653	2,365,420
EQUITY OF U.S. GOVERNMENT (table 2):		
Operating funds	236,317	182,337
Capital funds	6,561,392	7,141,533
Invested capital	44,111,037	40,317,368
	50,908,746	47,641,238
	63,337,439	59,198,917

NOTES:

*(a) The cost of annual leave of Canal Zone Government employees is recorded in the accounts as taken. The unfunded liability for employee leave is adjusted at the end of each leave year (January 2 for fiscal year 1965), rather than at June 30, based on an actual inventory of leave-hour credits and at current hourly rates of pay. Significant changes between these dates resulting from pay changes are taken into account as such changes occur.

(b) The Canal Zone Government has outstanding commitments in the amount of $1,948,634 under uncompleted construction contracts and unbilled purchase orders, and an estimated liability of about $115,000 for relief payments to be made to retired alien employees in fiscal year 1966. The maximum liability which could result from outstanding claims and lawsuits is estimated to be $153,500.

Capital Expenditures

Capital expenditures amounted to $5.4 million. The largest expenditure was for the construction of a new junior high school in the amount of $3.1 million, while the second largest expenditure, $800,000, was for alterations and additions to Gorgas Hospital.

Financial Results

The net cost of operating Canal Zone Government amounted to $18.4 million for the fiscal year ended June 30, 1965, as compared to $16.3 million for the preceding fiscal year. The net costs of Canal Zone Government are absorbed as expense of the Panama Canal Company, which in turn reimburses the U.S. Treasury for this amount. Further details are set out in table 3 of the accompanying statements.

Table 2.—Statement of Changes in Equity of the U.S. Government, Fiscal Year Ended June 30, 1965

	Total	*Operating funds*	*Capital funds*	*Invested capital*
EQUITY AT JULY 1, 1964:				
Unobligated funds	$5,857,583	----------	$5,857,583	----------
Obligated funds	1,466,287	$182,337	1,283,950	----------
Invested capital:				
Fixed assets, net	42,476,579	----------	----------	$42,476,579
Inventories	206,209	----------	----------	206,209
Unfunded liability for employees' accrued leave	(2,365,420)	----------	----------	(2,365,420)
	47,641,238	182,337	7,141,533	40,317,368
INCREASES IN EQUITY:				
Appropriations by the Congress	34,781,000	29,960,000	4,821,000	----------
Municipal facilities financed from Thatcher Ferry Bridge funds, transferred to Canal Zone Government	18,464	----------	----------	18,464
Building 7029 transferred from the Panama Canal Company for use as fire station	55,490	----------	----------	55,490
	34,854,954	29,960,000	4,821,000	73,954
DECREASES IN EQUITY:				
Net cost of Canal Zone Government (table 3):				
Accrued funded operating expenses	29,068,761	29,068,761	----------	----------
Depreciation	1,394,033	----------	----------	1,394,033
Plant adjustments, net	60,356	----------	----------	60,356
Increase in liability for employees' accrued leave	224,233	----------	----------	224,233
	30,747,383	29,068,761	----------	1,678,622
Less recovery of costs	12,303,917	12,303,917	----------	----------
Net cost for year	18,443,466	16,764,844	----------	1,678,622
Other decreases:				
Recovery of costs coverable into U.S. Treasury:				
From regular operations	12,303,917	12,303,917	----------	----------
From disposition of fixed assets	5,089	----------	----------	5,089
Building 1004 Cristobal transferred to the Panama Canal Company for use by the Personnel Division	12,130	----------	----------	12,130
Unobligated operating funds withdrawn by U.S. Treasury, net of restoration of $3,371.00	822,844	822,844	----------	----------
	13,143,980	13,126,761	----------	17,219
Total decreases	31,587,446	29,891,605	----------	1,695,841
TRANSFERS BETWEEN FUNDS:				
Capital expenditures	----------	----------	(5,397,726)	5,397,726
Removal cost of plant retirements	----------	----------	(3,415)	3,415
Increase in inventories	----------	(14,415)	----------	14,415
	----------	(14,415)	(5,401,141)	5,415,556
Net increase or (decrease)	3,267,508	53,980	(580,141)	3,793,669
EQUITY AT JUNE 30, 1965:				
Unobligated funds	4,849,074	----------	4,849,074	----------
Obligated funds	1,948,635	236,317	1,712,318	----------
Invested capital:				
Fixed assets, net	46,480,066	----------	----------	46,480,066
Inventories	220,624	----------	----------	220,624
Unfunded liability for employees' accrued leave	(2,589,653)	----------	----------	(2,589,653)
TOTAL	50,908,746	236,317	6,561,392	44,111,037

Table 3.—Statement of Operations, Year Ended June 30, 1965

	Operating Expenses					Net cost of operations borne by Panama Canal Company
	Funded costs	Accrued Depreciation	Other non-fund charges and credits	Total	Recoveries	
CIVIL FUNCTIONS:						
Office of director	$126,808	$180	-------	$126,988	----------	$126,988
Customs and immigration	604,690	756	-------	605,446	$31,898	573,548
Postal service	1,347,447	5,903	-------	1,353,350	1,324,815	28,535
Police protection	2,949,414	43,413	-------	2,992,827	22,416	2,970,411
Fire protection	1,116,086	30,913	$879	1,147,878	582,965	564,913
Judicial system	107,828	1,741	-------	109,569	63,109	46,460
Education	8,055,331	380,576	-------	8,435,907	4,809,540	3,626,367
Public areas and facilities	1,250,400	629,499	-------	1,879,899	----------	1,879,899
Library	218,125	684	-------	218,809	6,390	212,419
Internal security	185,641	---------	-------	185,641	----------	185,641
Civil defense	32,287	4,884	-------	37,171	----------	37,171
Licenses and other fees	44,750	228	-------	44,978	169,053	(124,075)
	16,038,807	1,098,777	879	17,138,463	7,010,186	10,128,277
HEALTH AND SANITATION:						
Office of director	143,402	---------	-------	143,402	1,640	141,762
Hospitals and medical services:						
Gorgas Hospital and clinics	5,997,177	115,132	-------	6,112,309	3,577,135	2,535,174
Coco Solo Hospital and clinics	2,076,861	71,118	-------	2,147,979	1,082,114	1,065,865
Corozal Hospital	1,021,340	29,671	76	1,051,087	77,093	973,994
Palo Seco Hospital	202,011	7,426	98	209,535	214,106	(4,571)
Public health centers	193,920	---------	-------	193,920	17,684	176,236
Other public health services:						
Sanitation	436,890	3,211	43	440,144	6,186	433,958
Garbage collection	157,000	---------	-------	157,000	----------	157,000
Preventive medicine and quarantine	188,089	1,425	-------	189,514	----------	189,514
School health unit	71,435	---------	-------	71,435	----------	71,435
Veterinarian services	172,539	2,942	-------	175,481	54,975	120,506
Cemeteries, operation and maintenance	73,679	996	-------	74,675	20,485	54,190
	10,734,343	231,921	217	10,966,481	5,051,418	5,915,063
GENERAL EXPENSES:						
Office of the Governor	129,703	---------	-------	129,703	----------	129,703
General and administrative expense	750,000	---------	-------	750,000	----------	750,000
Net increase in employees' accrued leave	---------	---------	224,233	224,233	----------	224,233
Recruitment and repatriation	268,053	---------	-------	268,053	----------	268,053
Employees' home leave travel	448,437	---------	-------	448,437	----------	448,437
Transportation of employees' vehicles	25,259	---------	-------	25,259	----------	25,259
Government buildings and sites	366,732	35,363	-------	402,095	145,510	256,585
Alien cash relief	120,859	---------	-------	120,859	----------	120,859
Net loss or (gain) on plant retirements	----------	---------	59,260	59,260	----------	59,260
Miscellaneous charges and credits	186,568	27,972	-------	214,540	96,803	117,737
	2,295,611	63,335	283,493	2,642,439	242,313	2,400,126
TOTAL	29,068,761	1,394,033	284,589	30,747,383	12,303,917	18,443,466

Table 4.—Comparative Statement of Fixed Assets, June 30, 1965 and 1964

	1965		1964	
	Cost	*Depreciation and valuation allowances*	*Cost*	*Depreciation and valuation allowances*
PERMANENT TOWNSITES	$7,657,120	$3,214,209	$7,484,414	$3,072,615
ROADS, STREETS, SIDEWALKS, STREET LIGHTING, SEWER SYSTEM AND PUBLIC AREAS AND FACILITIES:				
Roads, streets, and sidewalks	12,866,894	7,257,922	12,743,615	6,963,342
Sewer system	6,247,988	2,087,732	6,178,361	1,944,368
Public areas and facilities	332,151	57,196	288,758	48,061
Street lighting system	1,145,434	504,535	1,139,915	467,221
Fire hydrant system	227,646	110,277	227,761	104,592
	20,820,113	10,017,662	20,578,410	9,527,584
SUPPORTING AND GENERAL FACILITIES:				
Health bureau	14,370,400	3,130,925	8,754,746	2,929,283
Schools division	16,089,070	3,341,545	15,315,114	2,966,321
General offices and other buildings	2,498,760	1,303,907	2,398,541	1,258,293
Police division	762,541	295,296	704,113	269,203
Postal service	194,952	51,143	194,963	45,240
Customs and immigration	218,197	212,878	218,197	212,122
Fire division	724,780	356,746	569,744	283,935
Magistrates' courts	71,721	31,328	58,002	29,586
Miscellaneous equipment	848	848	848	848
Experimental gardens	36,217	10,580	31,818	9,404
License section	3,274	1,313	3,274	1,085
Civial affairs director	96,619	19,953	69,159	26,438
Library section	13,667	1,596	12,517	912
	35,081,046	8,758,058	28,331,036	8,032,670
CONSTRUCTION WORK IN PROGRESS	3,561,008	----------	5,282,660	----------
RETIREMENTS IN PROGRESS	2,546	2,335	67,981	33,485
FACILITIES HELD FOR FUTURE USE	1,975,233	624,735	2,015,902	617,470
TOTAL	69,097,066	22,616,999	63,760,403	21,283,824

STATISTICAL DATA

Personnel data

The number of U.S. citizens employed by the Canal Zone Government as of June 30, 1965, was 1,365 as compared to 1,307 on June 30, 1964. The non-U.S. citizen force numbered 1,454 as of June 30, 1965, as compared with 1,353 on June 30, 1964.

The number of full-time employees of the Canal Zone Government organization paid at U.S. citizen rates and non-U.S. citizen rates is shown in the following tables:

Number of Full-time Employees Paid at U.S. Citizen Rates

	As of June 30,	
	1965	*1964*
Office of the Governor	6	6
Civil Affairs Bureau:		
Director (including Civil Defense and License Section)	16	14
Schools Division	442	421
Police Division	247	207
Fire Division	39	38
Customs Division	49	49
Library Section	15	11
Land Licenses	2	2
Postal Division	87	97
Recreation Program	1	1
Total, Civil Affairs Bureau	898	840
Health Bureau:		
Director's Office	6	8
Gorgas Hospital	275	283
Coco Solo Hospital	92	91
Corozal Hospital	27	24
Palo Seco Hospital	5	4
Preventive Medicine and Quarantine (including other Public Health Service)	23	18
Sanitation	8	8
Veterinary Medicine	6	5
Total, Health Bureau	442	441
Other:		
Internal Security Office	13	15
Magistrates' Courts	5	5
Social Work	1	0
Total, other	19	20
Total, full-time Government	1,365	1,307

Number of Full-time Employees Paid at Non-U.S. Citizen Rates

	As of June 30, 1965	As of June 30, 1964
Office of the Governor	2	2
Civil Affairs Bureau:		
Director (including Civil Defense and License Section)	1	1
Schools Division	351	345
Police Division	71	44
Fire Division	111	90
Customs Division	13	12
Library Section	8	7
Land Licenses	0	0
Postal Division	11	0
Recreation Program	0	0
Total, Civil Affairs Bureau	566	499
Health Bureau:		
Director's Office	1	0
Gorgas Hospital	445	422
Coco Solo Hospital	142	139
Corozal Hospital	131	126
Palo Seco Hospital	17	17
Preventive Medicine and Quarantine (including other Public Health Service)	13	13
Sanitation	121	120
Veterinary Medicine	11	10
Total, Health Bureau	881	847
Other:		
Internal Security Office	0	0
Magistrates' Courts	2	2
Social Work	3	3
Total, other	5	5
Total, full-time Government	1,454	1,353

Area of the Canal Zone

The total area of the Canal Zone as of June 30, 1965, with areas segregated for various purposes, is shown in the following table:

Land area	*Square Miles*	
Air Force, Army and Navy reservations (inclusive of licenses and letters of permission):		
Air Force	24.52	
Army	107.62	
Navy	22.08	
Federal Aviation Agency	0.96	155.18
Canal Zone townsites and areas outside of townsites in active use		13.07
Miscellaneous assigned land areas:		
Barro Colorado Island	5.71	
Madden Forest Preserve (excluding Madden Road)	5.38	
Commercial licenses (agricultural leases and garden plots and cattle pasture)	3.68	14.77
Swamps		15.14
Remaining usable land (largely mountain or jungle)		174.16
Total land area of the Canal Zone		372.32
Water area		
Fresh water	185.52	
Tidewater (Atlantic and Pacific within 3-mile limit)	89.45	
Total water area of the Canal Zone		274.97
Total area of the Canal Zone		647.29

UNIVERSITY OF FLORIDA
3 1262 08507 9589